The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 7037 | 宣統元年六月初八日 | SATURDAY, JULY 24, 1909. | 大拜禮 | 號四十月七英港香 | $36 PER ANNUM. SINGLE COPY, 10 CENTS.

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HONGKONG AND SHANGHAI BANKING CORPORATION.

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RESERVE FUNDS—
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£1,500,000 at 2/—$15,000,000
Silver $14,500,000
—$29,500,000
RESERVE LIABILITY OF PROPRIETORS.$15,000,000

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HONGKONG—INTEREST ALLOWED:
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For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 18th May, 1909. [20

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

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On Fixed Deposits for 12 months, 4 per cent.
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WM. DICKSON,
Manager.
Hongkong, 5th April, 1909. [22

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—ABOUT MEX $7,222,222
RESERVE FUND.....GOLD $3,250,000
—ABOUT MEX $7,222,222

HEAD OFFICE:
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LONDON OFFICE:
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LONDON BANKERS:
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NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
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THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 per cent. per annum.
6 " 4 " " "
3 " 3 " " "
No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [18

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 6,135,745 (about £510,479).

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THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.
INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4% per annum.
Do. 6 do. 4% do.
Do. 3 do. 2½% do.
J. L. VAN HOUTEN,
Agent.
Hongkong, 22nd July 1909. [19

Banks

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS..... " 15,500,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	CHEFOO.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.
HANKOW.	

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months.....4 % p.a.
" 6 " .....3½ "
" 3 " .....2½ "
TAKEO TAKAMICHI,
Manager.
Hongkong, 1st July, 1909. [17

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THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 2½ PER CENT. per annum.
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For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 28th January, 1907. [21

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

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DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
A. KOEHN,
Manager.
Hongkong, 4th December, 1907. [15

Intimations.

THE SAVOY.

13, QUEEN'S ROAD.

The SAVOY beg to inform their customers and residents that they are disposing of their stock at cost price, owing to their removal to new premises.

Monarch Shirts and Gentlemen's Underwear a speciality.

THE SAVOY.
Hongkong, 19th June, 1909. [39

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $5.50 per Cask ex Factory.
In Bags of 250 lbs. net $3.45 per Bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 15th August, 1908. [48

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MALTA ..... Capt. G. M. Montford, R.N.R.	About 28th July	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SUMATRA..... Capt. C. J. Benton, R.N.R.	About 30th July	Freight and Passage.
SHANGHAI	CALEDONIA..... Capt. H. Powell	About 5th Aug.	Freight and Passage

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 22nd July, 1909 [4

Intimations.

LANE, CRAWFORD & CO.,
Agents for the
"AQUASCUTUM"
AND
"ZAMBRENE"
RAINCOATS.

ANDERSONS' REGULATION NAVY and ARMY WATER-PROOFS.

RUBBER RAINCOATS,
25.00 to 50.00 each.

A NEW STOCK OF
SCOTTS' and LINCOLN and BENNETTS' Hand-made TWEED HATS and CAPS.

LANE, CRAWFORD & CO.

"AQUARIUS."

A PURE,
DISTILLED TABLE WATER
IN
Quarts, Pints and Splits.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.
Hongkong, 21st July, 1909. [31

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.
Yokohama, 26th July, 1908. [87

HOTEL CRAIGIEBURN.

PLUNKET'S CAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1909. [17

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,563 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and at 2 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,365 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintan" and "Sanui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 25th JULY,
S.S. "HEUNGSHAN,"
will depart from the COMPANY'S CANTON STEAMERS' WHARF at 9 A.M.
Departure from Macao 4 P.M.
Fares: Excursion Rates as usual.
Machado's String Band will play during the trip.
S.S. *Sui-An* and *Sui Tai* will not run on the above date.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [5

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
String Band play during Tiffin and Dinner.
A. F. DAVIES,
Hongkong, 5th February, 1909 Manager. [98

For
LUXURY, COMFORT, QUIET, FRESHNESS AND EXCELLENT CUISINE.
Stay at—
THE GRAND CARLTON HOTEL.
Hongkong, 5th July, 1909. [95

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables. Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.
Under Personal Supervision of
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Proprietor. Manager.
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BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"KLEIST" Capt. O. Pahnke	WEDNESDAY, 28th July, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOEBEN" Capt. E. Wilhelmi	About WEDNESDAY, 28th July.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. Raegener	FRIDAY, 13th August, 10 A.M.
KUDAT and SANDAKAN	"BORNEO" Capt. J. Stambill	Beginning of August.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 17th July, 1909. [5

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL
" TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	...TONKIN	...Charbonnel	...2nd Aug., P.M.
MARSEILLES, VIA PORTS	...CALEDONIEN	...Cazenova	...3rd Aug., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	...AUSTRALIEN	...X...	...16th Aug., P.M.
MARSEILLES, VIA PORTS	...ERNEST SIMONS	...Girard	...17th Aug., at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 20th July, 1909. [9

MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

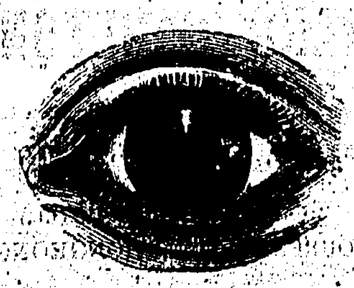
These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shameen.

For further particulars, please apply to the COMPANY'S OFFICE at Shameen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908. [14



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, on price, for Illustrated Booklet on "Defective Sight,"—free.

LONDON, 5 St. James Street, Bedford Row, W.C. CALCUTTA, 5 Dalhousie Street. SHANGHAI, 566, Nanking Road.

Hongkong, 9th March, 1908. [19

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	NO. 3 DOCK. (IN COURSE OF CONSTRUCTION.)
Docking Length .....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance ... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks ..... 28 "	Water on Blocks ... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, April 28th, 1903 [46

For Sale.

FOR SALE.

A RICKSHAW with BICYCLE RUBBER TYRED WHEELS in Good Condition.
Apply to—
S. D. SETNA,
No. 6, Des Vœux Road.
Hongkong, 21st June, 1909. [497

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ld.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909. [463

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1909. [248

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.
Apply to—
Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 29th May, 1909. [408

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3 CLIFTON GARDENS, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHONG ROAD.
A HOUSE in RIPON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16B, DES VŒUX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
No. 10, DES VŒUX ROAD CENTRAL 1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909 [5

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.). Rents low.
Apply to—
THE COMPRADORE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 24th February, 1909. [187

TO LET.

GODOWN c. 54, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909 [18

For Sale.

FOR SALE.

BEST FIRE-PROOF SAFES, with SHIFT KEYS, Manufactured by The GODREY and BOYCE MANUFACTURING CO. of Bombay. One Safe 5 feet by 3 feet 8½ in. by 2 feet 6 in. 2 Safes each 2 feet 1 in. by 2 feet 7 in. by 2 feet.

Also a few Large PADLOCKS for Godowns of the same Make.

Also one OLIVER TYPEWRITER in good condition.

Apply to—
PHIROZSHA B. PETIT & CO.,
6, Des Vœux Road.
Hongkong, 5th July, 1909. [517

FOR SALE.

"ADLER" TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND

Rent out by day or week.

REPAIR IS OUR SPECIALITY.

DRAGON CYCLE DEPOT,

38-35, Des Vœux Road, Central, Hongkong. [18

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE.
18, D'AGUILAR STREET,
Hongkong.
Hongkong, 3rd September, 1907. [96

THE HYBRIDISATION OF ORCHIDS.

The recent death of Mr. Norman Cookson is an event in the annals orchidology. He was not the first amateur to practise hybridisation; that honour belongs to Dean Herbert, of Manchester. But Mr. Cookson was second, perhaps, and the most famous. He has told how the impulse seized him. Reading Darwin's "Fertilisation of Orchids" one Sunday afternoon, he remembered that some plants of Cypripedium were flowering in his own greenhouse; and carried the book thither to test its information practically. A pocket pencil was the instrument used. To his intense surprise the ovaries began to swell in a few days, and enlarged, month after month, until, in due time, the seed ripened. Such was the humble beginning of the wonderful collection at Wylam-on-Tyne, about 1870, if not before.

Messrs. Veitch had been hybridising for twenty years, of course. Their admirable foreman, Dominy, had even flowered crosses of his own raising. But for a century it had been laid down, as a rule of nature, in books, that cacti and orchids cannot be fertilised artificially. The bulk of men cling to such maxims long after the select few have discarded them. I am not aware that any nurseryman in Europe followed Dominy's lead for years, and very few amateurs, if any, preceded Mr. Cookson. But it was an amateur, without practical experience, perhaps, who denounced the old superstition—Mr. John Harris, surgeon, of Exeter, of whom nothing more appears to be recorded. He taught Dominy how to hybridise orchids in 1853. The ancient city of Prague has raised a fine statue to Benedict Roezl, the "Collector," and the Emperor came to unveil it. But it is not to be imagined that the ancient city of Exeter will commemorate Mr. John Harris.

If it were any use decrying inventions which upset the immemorial balance of things, ordained by Nature itself, scientific botanists might reasonably protest against hybridisation—of orchids especially. As was predicted long ago, it is confusing species, and even genera to a degree which is becoming more and more distracting, not every month only but almost every day. The simple experiment tried by Mr. Cookson that Sunday has been carried so far that reckless theorists begin to question the clearest of our time-honoured distinctions, suggesting that they have no real foundation. For many years it was admitted that the old law applied to the great family of Odontoglots, at least—they could not be hybridised artificially. But in 1892 M. Leroy, gardener to Baron Edmund de Rothschild, astounded the world of orchidists by showing a hybrid of Od. crispum and Od. luteopurpureum in flower. Old-fashioned botanists must have exclaimed—this is the beginning of the end! Forthwith almost every owner of orchids began crossing Odontoglots, marvelling how he could ever have been so dull as to fancy them exceptions to the general rule. In the result, M. de B. Crawshay took a first-class certificate last Tuesday for a hybrid of Od. Pescatorei and Cochlioda Noezliana, which was all vivid scarlet—no trace of white remaining! And an expert, observing it, cheerfully prophesied that "we shall see a red crispum in a year or two!"

But it is not the scientific only who have cause to feel alarm at the progress of hybridisation. As with other inventions, this has a disastrous effect on established trade. The public reads from time to time, with unceasing astonishment, of hundreds, even thousands of pounds for a plant which would stand in a breakfast cup. The case is not really more remarkable than that of Holbein's Duchess. Such plants are unique or very rare. But their peculiarity is due in most cases to a foreign strain—perhaps several; to natural hybridisation, in fact, through the agency of insects. Evidently, it must be a very unusual complication, since examples are so few. But the human agent studies the marvel, concludes that it is the progeny of an accidental union of two or more varieties—perhaps species—and forthwith takes plants of these from his own collection, which he joins in unholy matrimony. Thus at the cost of shillings, if his theory proves correct, he will obtain, in five years, as many examples as he likes of a plant which was unique, worth hundreds of pounds. It has been done many times already, and will be more and more frequently as hybridisation spreads.—FREDERICK BOYLE in *Pall Mall Gazette*.

Intimation.

O. C. MOOSA,

1 & 8, D'AGUILAR STREET

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS, FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS
IN
VARIOUS COLORS.

MOUSQUETEIRE GLOVES
IN
WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVEILINGS, VOILES, &c., &c.

LADIES' and CHILDREN'S UNDERCLOTHINGS.

Samples on application. Coast Port orders carefully executed.

Hongkong, 20th September, 1906. [17

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.		
1.	A CONE point upwards	indicates a Typhoon to the North of the Colony.
2.	A CONE point upwards and DRUM below	indicates a Typhoon to the North-East of the Colony.
3.	A DRUM	indicates a Typhoon to the East of the Colony.
4.	A CONE point downwards and DRUM below	indicates a Typhoon to the South-East of the Colony.
5.	A CONE point downwards	indicates a Typhoon to the South of the Colony.
6.	A CONE point downwards and BALL below	indicates a Typhoon to the South-West of the Colony.
7.	A BALL	indicates a Typhoon to the West of the Colony.
8.	A CONE point upwards and BALL below	indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	San Ki Wan.
Stanley.	Sai King.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand by signal, from the Night Signals.

By Order,
E. GAMMON,
Director.

3rd July, 1907.

Intimation.

Powell's

Gentlemen's Department.

NEW GOODS

SPECIAL

DINNER

SHIRTS

Fine Quality Cambric, with Soft Pleats, Light Weight, 10" × 8" Cuffs.

THE VERY ACME OF COMFORT.

$4.25 and $5.25 each

NECKWEAR

60 Dozen

ELEGANT TIES

JUST ARRIVED—

Fly Ends

Four in Hands

AND

Oxfords

IN

CREPE DE CHINE,

POPLIN,

FOULARD,

MADDER,

Etc., Etc., Etc.

ABSOLUTELY

THE

Latest Productions.

Inspection Invited.

POWELL'S

ALEXANDRA BUILDINGS,

and

28, Queen's Road.

Opposite the Clock Tower.

Hongkong, 21st July, 1909. [69

Public Companies.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SIXTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 10th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, declaring a Dividend, confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th July to the 10th August, both days inclusive.

By Order of the Board of Directors.

W. E. CLARKE, Secretary.

Hongkong, 20th July, 1909. [544

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of $3.50/100 per Share for the Six months ending 30th June, 1909, will be payable on TUESDAY, 3rd August, on which date Dividend Warrants may be obtained on application at the Company's office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 26th July, to TUESDAY, 3rd August, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER, Secretary.

Hongkong, 20th July, 1909. [545

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of DOLLARS TWO. per Share for the Six months ending 30th June, 1909, will be payable on the 3rd proximo, on which date Dividend Warrants may be obtained on application at the Company's office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 26th inst., to TUESDAY, the 3rd August (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Company, Ltd. Agents for The West Point Building Company, Ltd.

Hongkong, 20th July, 1909. [546

THE HONGKONG ELECTRIC CO., LD.

NOTICE

NOTICE is hereby given that THREE SHARE CERTIFICATES for the following Thirteen Shares Numbered 23504/—, 17296/17299, 17358/359, 17719/17721, 19154/— and 2 937/11938 in the above named company standing in the name of JOAO ANTONIO DA LUZ (deceased) have been LOST, and should the same not be produced within a fortnight a new Certificate for the same shares will be issued in favour of the said JOAO ANTONIO DA LUZ (deceased) and the original Certificates will be declared by the Company as null and void.

GIBB, LIVINGSTON, & Co., Agents; HONGKONG ELECTRIC CO., LTD.

Hongkong, 12th July, 1909 [539

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED AND THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that PETITIONS were on the 6th July, 1909, presented to the Supreme Court of Hongkong in its Original Jurisdiction by the above named Society and Company respectively to confirm the alterations of the said Society's and the said Company's respective objects proposed to be effected by Special Resolutions of the said Society and the said Company respectively unanimously passed at Extraordinary General Meetings of the said Society and the said Company respectively held on the 21st April, 1909, and subsequently unanimously confirmed at further Extraordinary General Meetings of the said Society and the said Company respectively held on the 7th May, 1909, and which Resolutions respectively run as follows:—

"That the Memorandum and Articles "of Association of the Society (Company) "be respectively extended, altered and "amended so as to read as shown in the "print signed for the purpose of identification by the Chairman of this Meeting and "that such extended, altered and amended "Memorandum and Articles of Association be henceforth adopted as the "Memorandum and Articles of Association of the Society (Company) to the "exclusion of those heretofore prevailing."

AND Notice is further given that the said Petitions are directed to be heard before His Honour Sir Francis Piggott, Chief Justice of the said Court, in fifteen days from this date and any person interested in the said Society or the said Company, whether as creditor, policy-holder or otherwise desirous to oppose the making of an Order for the confirmation of the said alterations under the Companies Ordinance 1865 should appear at the time of hearing by himself or by his Counsel for the purpose and a copy of the said Petitions, or either of them, will be furnished to any such person requiring the same by the undersigned on payment of the regulated charge for the same.

Dated the 20th July, 1909.

C. MONTAGUE EDE, Secretary to the said Society and the said Company.

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PARA VENDA.

GRANDE sortimento de LIVROS de MISSA em Portuguez, encadernados em lindas capas de phantasia e de diversas cores.

Preços modicos.

Dirija-se a

GRACA & CO.,

87, Des Voeux Road

Hongkong, 17th July, 1909 [66

THE TRIBUTE OF THE SEA.

HUGE ANNUAL LOSS OFF THE BRITISH COASTS.

NO SALVAGE ORGANISATION.

Year after year ships and cargoes to the value of some ten million pounds are lost around the British coasts, says a home paper. This is the tribute we pay to the seas to guard our shores. Hardly any of the sunken vessels are recovered; for it is the incomprehensible fact that hitherto Great Britain, the richest and most powerful of all maritime countries, has been content to be without any efficient salvage organisation for dealing promptly and rapidly with the enormous number of vessels lost in her waters. Although over 50 per cent. of the mercantile marine of the world sails under the British flag, it is well known that in all large salvage operations, even upon our own coasts, we are compelled to seek the assistance of foreign salvage companies, remaining strangely indifferent to the vast wealth in ships and cargoes lying neglected off our shores.

Messrs. Siebe, Gorman and Co., (Limited) the largest submarine engineers, were right when in their last year's catalogue they wrote: It is greatly to be regretted that England, the most powerful maritime nation in the world, should still be without some proper salvage organisation empowered to deal expeditiously with all vessels sunk off her coasts, especially in view of the statement, which is made upon good authority, that the value of vessels and cargoes annually lost on the British coast exceeds £10,000,000 sterling.

SALVING SHIPS.

Only now and again is a voice raised against the national indifference to sea-salvage, or to urge the need either of a State organisation to reduce the prodigious tribute paid to the sea or of a British company adequately equipped for rescue work. Chiefly in the law courts, where in the end all cases of wrecks must come, has that urgent question of salving ships been discussed. It is of the highest importance to foster the maintenance of salvage vessels around our coasts, said the Master of the Rolls not long since; and Mr. Justice Gorell Barnes, giving judgment in a recent case, uttered words full of gravity and reproach to the British people: It was a matter, he is reported to have said, which struck me as most extraordinary when the enormous volume of British commerce which passed up and down these coasts was taken into consideration, that there was no salvage craft belonging to British owners. It was therefore obvious that persons who launched in such enterprises of this character deserved to be adequately compensated.

For those who launch on these enterprises with efficient means of carrying them through there would be overwhelming compensation. As it is, with the means employed, salvage work is one of the most lucrative of all businesses; although hardly any of the wrecks are recovered on account of the lack of efficient instruments for raising vessels from the bottom of the sea.

£10,000,000 LOST.

The operations of one Swedish company alone during the few years of its existence have resulted in the salving of vessels, in their damaged condition, representing a value of over £5,500,000. So enormous are the remunerations paid to salvage companies that, as a general rule, they exceed half the value of the property recovered. The Brothers Baghino, of Genoa, to take only one case, received £52,000 for a few days' work on H.M.S. *Sultan*, though her deck was barely under water. H.M.S. *Gladiator*, wrecked last year, was raised at a cost of £50,000.

To glance at the figures which speak of the wrecks in the world's water is to gain some idea of what work and what profit awaits a salvage organisation.

If we take briefly into consideration a single year, the year ended June 30, 1906-7, as being the last statistics published, we find that the vessels of the world numbered 47,064, of which 15,165, with a tonnage of 18,014,189, sailed under the British flag. Of these 15,265 ships, 8,883 vessels, tonnage 7,563,729, suffered casualties. These figures, the latest available, are below the average; but they speak of ships and cargoes damaged in a year of a value of hundreds of millions. They do not include the ships of the Royal Navy, and they mean that over half the ships and nearly half their tonnage belonging to the nation reported casualties on the year either at home or abroad.

In the same year, the number of ships that met with casualties on the coasts of the United Kingdom alone totalled 3,784, of which 455 were foreign ships. The value of the ships would be small in comparison to the value of the lost cargoes—often precious cargoes of bullion, ores, pearls, and other jewels. England is the largest of the world's markets for jewels and the products of mines. At a moderate computation, the gigantic value totally lost on the British coasts alone in a year is, as we have mentioned, £10,000,000.

If one in a hundred sunken ships were raised, enormous profits would be made by a salvage company provided with strong, powerful, effective, and simple apparatus.

DISCOVERY IN A YILDIZ CELLAR.

Constantinopole, 18th June.

It is reported by the *Stamboul* that some officers of the Gendarmerie who were searching the cellars of the guard-house, near Yildiz, where, according to popular rumour, many victims of Hamidian despotism were made away with, found a crescent-shaped wooden box, lined with satin, which upon being opened was found to contain a human skull.

There appear to be grounds for supposing that it may be the skull of Midhat Pasha, whose head was undoubtedly sent in a similar box from Taif to the Sultan Abdul Hamid, though any such identification must be hazardous at present.

THE FALL IN SILVER.

EFFECT ON AMERICAN EXPORTS.

Ottawa, June 21.

The serious check to American exports to the Orient, resulting from the great fall in the silver exchanges last year, is attracting increasing attention on the Pacific coast. A "fair exchanges league" has been organised at Ottawa to keep the issues before the Dominion Parliament, as Canada is equally affected. The league advocates the adoption of the Goschen plan of 1891 jointly by the British Empire and the United States, with open mints in India as before 1893. The new movement has secured the qualified approval of Mr. J. J. Hill, president of the Great Northern Railroad, who is now in Canada. In a short statement, the publication of which Mr Hill has authorised, he says:—

"We must await the proposals of the Monetary Commission at Washington. The silver problem is full of difficulty, and I wish it were possible to ignore it. Our Consuls in Asia warn us, however, that at the present rate of the silver exchange Asia has ceased to import American wheat flour or lumber and that the Shanghai merchant, who 18 months since bought a sovereign or five gold dollars with five taels, must now pay nearly eight taels. The result is disaster. He no longer buys."

CHINESE POETRY.

A selection from the classical poets of China has recently been published, remarks a writer in a contemporary. In an interesting introduction it is mentioned that poetry is an almost general mode of expression among the Chinese—indeed verse-making with them "has always been a second nature." A reviewer of the poems points out a curious fact—an anticipation of a pretty conceit of Ben Johnson's by a Chinese poet, 2,000 years ago. In his famous song "Drink to Me Only with Thine Eyes," Johnson tells how he sent his love "a rosy wreath"—

But thou thereon didst only breathe,
And sent'st it back to me.
Since when it grows and smells, I swear,
Not of itself, but thee.

Now in the poems collected by Confucius "about the year 500 B.C." an unknown poet has a very similar idea, but more poetically expressed:—

She has gathered with her lily fingers
A lily fair and rare to see,
Oh! sweeter still the fragrance lingers
From the warm hand that gave it me.

"Much the same emotions," adds the reviewer, "which move us to-day to song moved these Chinese singers of a long past." A Chinese writer says of poetry:—"Poetry has been in China, as in Greece, the language of the gods. It was poetry that inculcated laws and maxims; it was by the harmony of its lines that traditions were handed down at a time when memory had to supply the place of writing; and it was the first language of wisdom."—*Japan Chronicle*

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, on MONDAY and TUESDAY, the 9th and 10th August, 1909, at 10 A.M. each day, at H.M. Naval Establishments,

SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES,

Comprising:—

Old and Surplus Naval Stores:—CHAIN, WOOD-BLOCKS, HOSES, TOOLS, OLD IRON and METAL, OLD MACHINERY, ELECTRIC CABLE and GEAR, MATS and MATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, SURGICAL INSTRUMENTS, &c., &c.

Old and Surplus Victualling Stores:—PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a quantity of ELECTRO-PLATED ARTICLES, &c., &c.

Catalogues will be issued.

TERMS OF SALE:—As Customary.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 23rd July, 1909 [551

Intimations.

Colonial Secretary's Department, No. 401,

HONGKONG OPIUM FARM.

NOTICE is hereby given that SEALED TENDERS will be received at the Colonial Secretary's Office, Hongkong, till Noon on TUESDAY, the 31st day of August, 1909, for the purchase of the privileges known as the Opium Farm established under "The Prepared Opium Ordinances, 1891-1909," that is to say, the sole privilege of preparing Opium and of Selling, within the Colony, (including the New Territories), Opium so prepared, inclusive of the privilege of collecting dross and of preparing and dealing in Dross Opium, for three years from the 1st of March, 1910.

Full information as to conditions of tendering, &c., can be obtained from the Colonial Treasurer, and the conditions of tendering and form of grant have been published in *Government Gazette* as Notification No. 401 of the 23rd July, 1909.

A. M. THOMSON, Colonial Secretary.

23rd July, 1909. [515

HONGKONG ICE COMPANY, LIMITED.

IT is hereby notified that on and after the 30th current the selling price of ICE will be increased to ONE CENT per pound.

JARDINE, MATHESON & Co., LTD., General Managers.

Hongkong Ice Co., Ltd.

Hongkong, 19th July, 1909 [571

Intimations.

FOUNDED IN HONOUR.

No doubt you have seen in the such papers announcements as this—concerning some medicine or other:—"If, on trial, you write that this medicine has done you no good we will refund your money."—Now, we have never had reason to speak in that way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honestly and skillfully made *bread*, or at a *medicine* which really and actually does what it was made to do. The foundations of

WAMPOLE'S PREPARATION

are laid in sincerity and honour, the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was not dreamed out, or discovered by accident; it was *studied* out, on the solid principles of applied medical science. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. This remedy is praised by all who have employed it in any of the diseases it is recommended to relieve and cure, and is effective from the first dose. In Anemia, Scrofula, Nervous and General Debility, Influenza, La Grippe, and Throat and Lung Troubles, it is a specific. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. Hun-Stucky says: "The continued use of it in my practice, convinces me that it is the most palatable, least nauseating, and best preparation now on the market." One bottle proves its intrinsic value. "You cannot be disappointed in it." Sold by chemists throughout the world. 4

THE TRADE MARKS ORDINANCE, 1898.

Application for Registration of Trade Mark.

NOTICE is hereby given that BENEDICT SCHÖNFELD & Co., a firm duly organized under the German Law and carrying on business under this style at No. 47 Gr. Theaterstrasse in the city of Hamburg in the German Empire, Merchants, and of which firm FELIX MANFRED SCHÖNFELD is the Sole Owner, have on the 19th day of April, 1909, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Mark:—

A twig of flowers and leaves, the lower part being enlarged into two particularly wing shaped parts, each of which ending into an inwardly bent projection. A bat sitting on that lower part. A flying ribbon underneath. The whole arranged in a square with ornamented edges,

in the name of BENEDICT SCHÖNFELD & Co. who claim to be the Sole Proprietors thereof.

The Trade Mark has been used by the Applicants since at least 6 years in respect of Cord yarn, yarns of wool worsted or hair, in Class 33.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 21st day of May, 1909.

MATTHEW J. D. STEPHENS, *Solicitor on behalf of the Applicants.*

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Consignees.

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo, in connection with above Steamer, are hereby informed that their Goods, with the exception of Treasure are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 26th July, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 26th July, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 26th July, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Agent.

Hongkong, 19th July, 1909 [0

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLEUCH," FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th July, 1909 [0

Consignees.

FROM EUROPE.

THE H.A.L. Steamship "SAXONIA," Captain Bahle, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignee's risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 19th July, 1909 [541

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship "CARMARTHENSHIRE," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 26th inst., at 5 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

STEAMER'S ARRIVAL.

All damaged packages must be left in the Godowns, where they will be examined on MONDAY, 26th inst., at 9.30 A.M. No Claims will be admitted after delivery of Cargo has been effected to Consignees, and all claims must be presented before 29th inst., otherwise they will not be recognized.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 20th July, 1909. [542

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO and SINGAPORE.

THE Company's Steamship "INABA MARU," having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 28th July will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON-YUSEN-KAISHA.

Hongkong, 21st July, 1909. [458-459

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "DELHI," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *Mongolia*.
From Calcutta, *ex* S.S. *Candia*.
From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 27th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the *Godowns for* examination by the *Consignee's* and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 21st July, 1909 14

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. *Stores* will be Open at 10 A.M. each day, daily (Sunday excepted), for receipt of perishable goods.

W. H. HASTON, Manager.

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE AND REFRESHING.

Watson's FRUIT SYRUPS

mixed with aerated or plain water make excellent refreshing beverages.

Guaranteed to be made from the pure juice of sound ripe fruit.

A. S. WATSON & CO., LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909. [28

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

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Single Copies. Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 24, 1909.

BRITAIN'S COMMERCE WITH THE FAR EAST.

The British Board of Trade returns for May were issued last month. From an abstract appearing in the *Kobe Herald* they show an increase of £502,771 in the imports and a decrease of £1,541,131 in the exports as compared with last year. Compared with 1907 the figures mark a fall of over £7,000,000 in both cases. The month, however, contained five Sundays and part of the Whitsuntide holiday as well. There was an increase in foreign and Colonial goods re-exported. Imports of manufactured goods were higher, and imports of food and drink lower. Of the decline in exports, manufactured goods are responsible for £1,365,691, cotton goods falling £668,344, and machinery, £483,613. Exports of woollen goods increased by £160,146, and yarns and textiles, other than cottons, woollens and silks, also increased £197,488. Export of cloth declined £424,646. The increase in imported raw material amounted to £1,026,754, £852,388 being due to cotton, £472,142 to wool, and £175,208 to hides. There were decreases in all other classes of raw materials. During the five months imports have decreased £2,217,964, and exports £15,823,881, as compared with the corresponding period of last year. Turning to the returns of the trade with the Far East it may be noted under exports that shipments of cotton yarn to China and Japan were larger [illegible] compared with May of 1908, while there was a slight falling off in the case of the United Kingdom. The result is reflected in the larger period. With regard to the cotton piece-goods trade, exports to China during May were again larger, showing an advance in value of £12,000; the Philippine Islands also shows another increase. These small advances are, however, very much more than offset by the large decreases—namely, Dutch East Indies £29,000, Siam £11,000, Japan £128,000, Straits Settlements £2,000. For the longer period a fall is recorded in every instance, and in some cases a very heavy one, showing a continuance of the bad state of trade. A large quantity of linen manufactures was sent to the Philippines during May. China shows a slight advance in her purchases of woollen tissues, but a continued decline in worsted tissues; exports to Japan were smaller in both cases. The trade in silk broad stuffs is still of very small proportions. The shrinkage in the figures relating to exports of ship, bridge, and boiler plates of Japan continues. It may also be noted that the value of steel bars, angles, &c., taken by that country this year has fallen £68,000 in value compared with last year, and £109,000 compared with 1907. On the other hand, pig iron exports to Japan to date have risen in value £42,000. Under textile machinery there is again a shrinkage of £49,000 in the case of Japan and a small decline in that of China. Regarding imports from the Far East last month, tea from China again fell to half last year's proportions, and the quantity of this article received during the last five months has fallen off nearly two-thirds. A fair quantity of silk came from China. The value of hemp imports from the Philippines last month was £80,000 less. Tin shipments from the Straits Settlements rose £42,000 in value, but there is still a fairly considerable decrease to be made up in the aggregate figures.

LOCAL AND GENERAL.

AN octopus caught in a crab pot was landed at Scarborough recently.

OWING to the strike of seamen at Marseilles, Corsica is in want of imported food.

AN amended scale of the rates of postage is published in the current issue of the *Gazette*.

THE name of Mr. Wray Wilkins Wheston has been added to the list of authorized architects.

MR. E. Ralphs has been appointed to act as headmaster, Queen's College, with effect from the 5th inst.

EVERY member of the King's Colonials Imperial Yeomanry has volunteered for service in any part of the world.

MR. R. O. Hutchison has been appointed a member of the Board of Examiners, *vice* Mr. J. D. Ball, I.S.O., retired.

MONDAY, the 2nd August, being a Bank holiday, shall be observed as a holiday by the Government departments.

THERE will be no holiday for the Police Magistrates' Department on Monday, the 2nd prox., first Monday in August.

HIS Excellency the Governor has been pleased to appoint Lieut. N. C. S. Simson, Hongkong and Singapore Battalion, R.G.A., to be his extra A.D.C. and to act as his Private Secretary, with effect from the 1st June, 1909.

THE Yuch'uanpu has telegraphed to the Viceroy of Fukien urging him to appoint deputies without delay to survey all the railway routes in that province so that early steps may be taken for their construction.

VICE-President Ch'iao Shu-nan of the Hsuchpu (Education) has been accused of opium-smoking and has been summoned to the test office to be examined. He is trying to avoid the ordeal on the plea of illness.

REVISED copies of the rules for the examination of engineers in the mercantile marine approved by the Governor-in-Council under section 4 of Ordinance No. 10 of 1899, can be had on application to the Harbour Master.

THE fees for the Kowloon and Victoria Schools and Government Schools must be paid in Bank notes of the Hongkong and Shanghai Banking Corporation or the Chartered Bank of India, Australia and China or in British or clean Mexican dollars.

H.E. HSU SHIH-CHANG, President of the Yuch'uanpu, proposes to investigate the Postal Administration with a view to China's joining the Postal Union. President Hsü has also decided that all orders for railway cars and accessories should be placed with the two workshops in Tongshan and Changhsin.

H.E. NA TUNG, Acting Viceroy in Tientsin, proposes to ask for the appointment of a Commissioner of Foreign Affairs for the Chihli province. This addition is in accordance with the proposed new official system, which is being deliberated upon and will be adopted in all the provinces and will reduce the importance of the Tientsin Taotaiship, the incumbent of which has been the chief agent of foreign affairs in the Provincial Government.

THE one hundred per cent. dividend just declared by the Redjang Lebong Gold Mining Co. sinks into insignificance when compared with the distribution for 1908 recently announced by the Dordt Petroleum Co., which bores for oil in Java. Its profit that year came to 4,300,000 guilders. The dividend declared amounted to 650 per cent. It stood at 340 per cent. in 1907.

GREEN ISLAND CEMENT CO., LD.

ARRIVAL OF CONCRETE SPECIALIST.

Messrs. Shewan Tomes & Co., general managers of the Green Island Cement Co., Ld., inform us that they have just added to their staff a specialist in concrete construction, Mr. W. W. Wheston, who has had a considerable experience in this class of work both in England and America. He has just been in the latter country prior to his arrival here and has made a special study of the most up-to-date methods. Mr. Wheston will be available for consultation on the subject of concrete work by anyone using the Company's cement.

T. K. K.'S SERVICE TO SOUTH AMERICA.

A COMPETITIVE LINE.

The Tokio *Asahi* reports, as we learn from a translation in the *Japan Herald*, that no sooner had the T. K. K. opened the South American service than the Mexican Oriental Steamship Company suddenly sprang into existence, in consequence of which the fare of the emigrants has been reduced to half the original amount in view of competition. Both the companies, however, having become aware of the folly of competition, concluded a compromise not to settle the date of departure on the same day. It is said that the provisional contract has already been signed.

COLLISIONS AT BANGKOK.

FOUR LIGHTERS SUNK.

When the Norwegian s.s. *Haldis* started off down the river on her voyage to Hongkong yesterday afternoon she met with a couple of rather nasty mishaps, says the *Siam Weekly Mail* of 8th inst. The first was the collision with and sinking of a steam-launch not far from the Bangkok Dock Company's premises. In this case not much harm appears to have been done as the launch was raised and found only to need slight repairs. But the second was rather more serious and resulted in the destruction of a good deal of property and the incidental death of a Chinese coolie. The *Haldis*, it seems, swung against four lighters, one loaded with rice and three with salt, which were lying alongside the s.s. *Chiengmai* which, in turn, lay against Messrs. Windsor and Co.'s wharf. All four of the lighters were capsized and had their cargoes ruined besides sustaining some damage to their hulls. The *Haldis* did not come off unscathed, as she knocked pieces off two of her propeller blades. The damage done is variously given as from 15,000 to 20,000 ticals. The *Haldis* was in charge of a pilot at the time of the accident and had on board a large number of Chinese passengers returning to their native land.

DIPLOMATS IN PEKING.

M. de Cercel, Spanish Minister, who has been in Peking since 1905, starts for home on July 26th, leaving the position of doyen of the Diplomatic Corps, to M. von Kuchinski, Austrian Minister. The British, Japanese, Austrian and Spanish Ministers are still in Peking, but other Ministers are away at Shanhaikwan, the summer resort. M. A. Delcoigne, *Chargé d'Affaires*, may also shortly leave Peking. Mr. H. D. Fletcher is the American *Chargé* since Mr. Rockhill's promotion to the Ambassadorship in Russia, and no new Plenipotentiary has yet been appointed. M. Pabst has been transferred to the Paris Foreign Office, and M. Margery, now in Siam, may not arrive in Peking until the end of this year. M. Boissons is now the French *Chargé*. M. Oudenjik is the Dutch *Chargé* till the arrival of the Minister. Baron Sendai is now in Tokio, and M. Broderode is now the Portuguese *Chargé*. Owing to the absence of M. Wallenberg, M. Cronholm will shortly leave Tokio to take charge of the Swedish Legation.—*Japan Daily Herald.*

YOKOHAMA DOCKYARD COMPANY.

A FOREIGN LOAN ARRANGED.

It is reported from Tokio that negotiations between the Yokohama Dockyard Company and Messrs. Sale and Frazer, Ltd., for a loan amounting to Y1,000,000 have been satisfactorily concluded. The term for repayment is only three years, and the Company has the right to pay the money back earlier if it so wishes. The issue will be made in the form of Bills endorsed by the 100th Bank, and the rate of interest, including the commission, works out at 6·6 per cent. The Company received Y500,000 of the amount on the 12th. Part of the money is to be expended on the construction of godowns with a view to carrying on a warehousing business.

It is said that negotiations between the Yokohama Railway Company and the same foreign firm for a loan of about Y1,000,000 or Y1,500,000 will also be brought to a satisfactory conclusion before long.—*Kobe Herald.*

THE cruiser *Aosma* has been chosen to represent Japan at the celebration of the 140th anniversary of the opening of San Francisco city, which is to take place in the middle of October.

CHINA does not appear to be represented at the International Congress of Women now being held at Toronto, although during the past fifteen years many flourishing women's rights associations have been established in Peking and throughout the provinces. Female suffrage is not inscribed on the programme of these institutions, as Parliamentary government has not yet reached China, and the associations of "self-willed women," as they style themselves, are chiefly formed with a view to modernising Chinese conceptions of parental authority. The unmarried members pledge themselves to choose their own husbands, and the married women endeavour to regain control of their own households, even in defiance of parental commands.

CANTON DAY BY DAY.

FIRE.

[*From Our Own Correspondent.*]

Canton, 23rd July.

At three o'clock yesterday afternoon a fire broke out in Tin Ping Street through the careless use of kerosene oil. On receiving intelligence of the outbreak the different fire brigades promptly proceeded to the scene and rendered assistance in putting down the conflagration. After two hours' work the fire-fighters were able to get the flames under control. Two buildings were destroyed and several others in the neighbourhood were more or less damaged.

RICE MILLS.

At present there are altogether nine rice mills in Canton and its surrounding districts worked by machinery. Of these, one is in Chun Tsun, two in Kongmoon, one in Kow Kong, one in Yung Ki, one in Shek Ki, and three in Honam. All these mills are doing good business and report profitable results.

COUNTERFEIT COINS.

At the Police Court yesterday Tang Su was sentenced to imprisonment for one year on a charge of being in possession of a large number of counterfeit coins.

KONGMOON WATER POLICE.

On the 20th instant a Water Police Force was organised in the port of Kongmoon and a building in foreign style was constructed for the headquarters.

A GOOD SUGGESTION.

The San Wui Magistrate has suggested to the Canton Authorities that a police court be established in the port of Kongmoon. A deputy has been sent by the officials to the locality to ascertain the advisability or otherwise of carrying out the suggestion and, if thought fit, to select a site on which to construct a building for the purpose.

COLLEGE CERTIFICATES.

Yesterday, the Acting Viceroy, H. E. Wu Seung Lum, distributed certificates to a number of students in the Canton Normal College, where they have recently completed their course of studies.

MOTOR CARS IN BANGKOK.

Motor Cars in Bangkok are now being brought into general use, and are fast driving the livery turn-outs from the thoroughfares. Motor-vans have become very numerous of late and are kept busily occupied in conveying goods to all parts of the city and suburbs from the various wharves and godowns. They do the work cheaply and at short notice and can carry more in one run than a pony van would in half a dozen.

It has been remarked that of late motor-cars are being brought much into use in religious processions. A striking instance of this was witnessed recently in a religious procession which took place at Dusit Park when a Bhuddist novice was entering the priesthood. The procession was carried out in a most impressive way, as this novice had attained a high degree of learning and religious wisdom. There are nine grades, we are told, in the Bhuddist priesthood, and only very few ever attain to the highest. Probably the number of the present day scarcely reaches a dozen in all Siam but this novice has successfully passed the 9th grade with special honours and great things are expected of him. For this reason he was particularly honoured by the King who took part in the procession.

Motor-cars are specially decorated for religious processions in Bangkok and much resource and inventive genius in the way of conception of idea and originality of design are displayed with remarkable success. With more roads the motor-car is bound to play a prominent part in the advancement and general development of Siam.—*Siam Free Press.*

THE WEATHER.

The following report is from Mr. F. G. Figg Director of the Hongkong Observatory:—

On the 23rd at 5.15 p.—Black South Cone hoisted.

On the 24th at 6.15 a.—Black South Cone and Black Ball hoisted.

At 12.10 p.—The barometer is almost steady in the neighbourhood of Hongkong, and the depression would appear to have continued to move towards W.N.W. and to be approaching Hainan.

The returns from Indo-China are not yet in hand.

Pressure has given way moderately at the extreme northern stations, another depression having appeared over Manchuria.

The high pressure area remains over the Pacific to the South of Japan. Pressure is relatively low with a tendency to give way over the Philippines.

Moderate E. winds may be expected in the Formosa Channel and strong N.E. to S.E. winds along the S. coast of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.60 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.E. and E. winds, strong to fresh squally, showery.

2.—Formosa Channel, E. winds, moderate.

3.—South coast of China between Hongkong and Lamocks, E. winds, fresh.

4.—South coast of China between Hongkong and Hainan, E. to S.E. winds, strong.

ACCORDING to the *Asahi* a meeting of the Diplomatic Corps was held at Peking on July 10 to consider among other things the extension of the Settlement at Shanghai, and the Huangpu Conservancy. It was decided that the foreign houses built outside the Settlement and to the North of it, ought to be included in the Settlement. It was also decided to ask the Chinese Government to set aside Tls. 8,000,000 for the completion of the Huangpu Conservancy work. The Ministers who were present were those of Great Britain, Spain and Japan; the other Legations were represented by their Secretaries.

SOLDIERS AND SAILORS.

CONDITIONS FOR LANDING IN HONGKONG.

An amended regulation has been published in the *Gazette* relating to the landing of foreign soldiers or sailors in the Colony; it is as follows:—

Foreign soldiers or sailors, if unarmed, may be landed in the Colony within the harbour limits, without the prior consent of the Governor, provided that when it is desired to land a number of men exceeding one hundred, notice must be given to the Colonial Secretary, in order that all facilities of which local conditions admit may be given. Applications for permission to land armed parties in connection with funerals or to take part in public ceremonies of an exceptional nature will be addressed to the Governor through the Colonial Secretary. No application is necessary in the case of officers.

BUILDING IN SHANGHAI.

A SIGN OF THE TIMES.

The *Shanghai Times* writes:—People complain of hard times and stagnation of trade, and although the optimistic observer, judging by the animation and the many signs of apparent opulence which he sees around him in the streets, may well doubt whether the complaints which are current are well founded, we fear that a little careful inquiry will reveal unquestionable evidence that, as far as the past year, at all events, is concerned, our community has not been nearly so prosperous as it was during the four or five years preceding. One very significant fact in relation to the matter is the marked diminution which has taken place in our local building activity within the period mentioned. No observant resident who was here at the time could have failed to notice the tremendous impetus which building enterprise seemed to receive after the close of the Russo-Japanese War. Whole blocks of older structures were torn down in most of our leading thoroughfares and new buildings erected in their places—many of which would be ornaments to any city in the world. The open spaces of the Settlements where lawns and gardens spread pleasing expanses for the enjoyment of former generations of residents, were sacrificed to the exigencies of utility and converted into sites for huge blocks of business offices, hotels and similar prosaic establishments. In a word a "boom" was in progress, but, as far-sighted people must have anticipated, it has not lasted very long. Whether it will soon be revived in anything like its former vigour is a matter which may very well be doubted, but at least it is open to us to hope for the best and do all we can to deserve a return of the flowing tide of prosperity.

A glance at a few figures will illustrate the decline of activity which has come about in the direction indicated within the past year or two. During the year 1906, when high-water mark was reached, permits were issued for the erection of 5,411 houses, practically all of which were availed of. In 1907 the number declined to 4,888 and in the twelve months from July 1, 1908, to June 30, 1909, it dropped still further to 2,436, which is the lowest figure on record since the year 1900. The number of blocks in course of construction now actually stands at the insignificant total of 157, practically all consisting of small Chinese shops and dwelling-houses. The only foreign-style buildings of any importance included in this return are the Astor House and new Burlington Hotel.

In road-construction also there has been a notable slackness during the year. To the 102 miles of roads under the Council's control at the beginning of July, 1908, 6 miles and 138 yards (to be exact) were added between that date and June 30, 1909, and although no precise figures are available to enable us to ascertain how this result compares with the returns of preceding years, it seems inconsiderable when one recalls the activity of the period which witnessed the construction of the great new road-systems in the Western, Northern and Eastern districts.

Briefly a distinct pause seems to have been reached in the process of Settlement development, and in face of the showing we have presented, we may remark by way of conclusion, it will be somewhat difficult to prove that the clamour for the extension of our boundaries which one hears pretty frequently in certain quarters is at all well founded.

CHINESE AMERICAN BANK.

FIRST THING NEEDED FOR EMPLOYMENT OF YANKEE CAPITAL IN ORIENT.

China is to-day the greatest undeveloped market in the world. More railroad mileage will be built there in the next twenty-five years than in all the rest of the world put together. There are in China more ore and coal than anywhere else, save in the United States, and more there than here. There is a larger labour waiting for the factory and a wider stretch of arable land never yet fully cultivated but with an industrious population than in any continent. The fertile land of Africa and South America *awaits its population.*

American capital is as yet scarcely represented. Where even Belgium has a Chinese bank, our banking has none. We sell China rails, but do not build Chinese railroads. We have in China our largest cotton goods market, but it is there by accident and without effort to develop it. Chinese factories with foreign machinery often American are to-day most profitable. None has American capital.

An American bank in China is the first step and need of American enterprise there. President Taft and his administration are right in aiding the attempt to establish one, in giving it diplomatic support and in insisting that our bankers shall be considered in issuing Chinese railroad and government bonds.

In China is the great fields for American capital, banking, railroads, manufacture and trade outside of the United States. Our diplomacy and public policy should secure a [illegible]—*Wall Street Daily News.*

JAPAN SUGAR REFINING CO.

PRESIDENT'S SUICIDE.

PATHETIC DOCUMENTS LEFT BY THE DECEASED.

Mr. Sako, the ex-President of the Dai Nippon Sugar Refining Company, who committed suicide on Sunday morning after learning that he had been committed for trial by the Preliminary Court, left two documents which show that the tragic act had been under consideration for some time. One of these is a letter which appears to have been written at the end of last month. The following is a translation of the more notable passages:—While I held an official position I was able to render service to the Emperor and the country, and to give my family a happy life. When I was advised by certain business men of the highest standing to become the President of the Dai Nippon Sugar Refining Company, I was very reluctant to do so. It was a great mistake on my part that I was not strong enough to reject the request. Having confidence in all the Directors and other officials of the Company, I entrusted the various branches of business to their care without dismissing a single one of them. This has proved to be a great fault on my part. In July of last year, high officials who had previously shown me favour strongly advised me to re-enter official life, and I wished to do so, but Baron Shibusawa persuaded me to stop with the Company. It was foolish of me to listen to his words. A greater fault was that my expectation that I could check any improper relations between certain M.P.'s and certain Directors and shareholders of the Company with regard to the Sugar Monopoly proposal proved to be mistaken. To my sorrow, I found that improper relations had really taken place. As for myself, I frequently attended at the Government offices and explained my views on the subject of a monopoly, and I think I can say that I did what I thought to be best for the interests of the Company. The fact is that for two years I was engaged in a business with which I was not acquainted. Realising that I could never conduct such a business I resigned my position last December. My business life commenced with ignorance, and at the end of it I was ignorant still. Although, however, the difficulties of the Company were partly due to bad taxation and the commercial depression, and most of the improper acts were committed by the Managing Director and other Directors, and although the trouble had commenced before I entered the Company, I am not in the least inclined to escape from my responsibility. I am ready, indeed, to take every responsibility upon myself in view of the heavy losses of the shareholders. Although I have not greater ability than many other people, I can safely say that I enjoyed some respect from the public, and this must have been due to a belief in my sincerity and honesty. I do not think, either, that I have done anything wrong since I entered the Company, and I have no fear that after my death anybody will throw doubts on my integrity. I therefore leave my reputation in the hands of my superiors and friends, who I know recognised my character. A man who thus has a clear conscience can bring himself to make the great decision. It was last February that Mr. Mochizaki Kotaro [the well-known writer on economic subjects], who is an expert on foreign affairs, told me that when a certain Company at London fell into difficulties and some of the Directors were arrested, the President of the Company, who was an Earl, killed himself with a pistol because he held himself responsible for the affair, although he had himself acted honourably in the matter. In this way he acted up to the ideals of an English gentleman. That statement sent a pang through my body and soul. I am tried physically and spiritually, so there may be some weakness in my deed, but I hope that will be regarded leniently. Had it not been for my wish to answer necessary questions by the Court and to see an improvement in the company's affairs, I should have put an end to my life long ago. I hereby pray for the health and welfare of my superiors, friends, and family. My dear children, a great enemy, poverty, now faces you. But do not shrink from it. Health, honesty, diligence, perseverance, and courage furnish a boundless capital. Drive away sorrow with courage. You are still young, and your mother will encounter terrible difficulties. When you have grown up you must endeavour to please and console her. Banzai, Banzai!

In a note-book which was found in the jinrikisha man's room, where he shot himself, Dr. Sako had written to the following effect:—I have thought over and over again of my situation, but no better idea has struck me. It is now said that I have been convicted. I should like to see the text of the judgment, as, if I saw it, I might see mistakes which I could correct. There may be mistakes, as even the Judges are not God. But that might hinder me from executing my original intention. I feel chronic pains in my head. I will put an end to them now. The letter in my document box [the letter translated above] may be made public. As for this note, it can be re-written by somebody in Japanese [or if it is needed for a time. Afterwards it can be burnt].

There was also a curious document somewhat in the nature of a will in which the doctor, by means of puns on his names, expressed the idea that he really died when he left official life to enter the Sugar Company. He added that as a sacrifice his soul would devote itself to promoting the development of agriculture in the Empire and to assisting and protecting honest men.

We do not know what incident is referred to by the story about the suicide of an English Earl, unless what was related to Dr. Sako was some distorted version of certain matters relating to the Whitaker Wright [illegible] in connection with the London and Globe Corporation. In any case, Mr. Mochizaki Kotaro [illegible] Mr. Sako [illegible] Dr. Sako [illegible]

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

VICEROY TUAN FANG.

ARRIVAL AT TIENTSIN.

[*By courtesy of the "Sheung Po."*]

Peking, 23rd July.

Viceroy Tuan Fang arrived at Tientsin on the 22nd inst. and was to leave for Peking immediately after.

COPPER CURRENCY.

MORE COINAGE.

[*By courtesy of the "Sheung Po."*]

Peking, 23rd July.

Duke Tsai, president of the Ministry of Finance, has given instructions to the Mint to despatch special officers to Yunnan to ship a supply of copper to Peking for the purpose of minting copper coins

NAVAL BOARD.

AN OFFICE REQUIRED.

[*By courtesy of the "Sheung Po."*]

Peking, 23rd July.

Prince Choi Sun and Admiral Sah, the Naval Commissioners, propose to have an office where they can transact all business in connection with the Navy.

ADMIRAL SAH.

INSPECTION TOUR POSTPONED.

[*By courtesy of the "Sheung Po."*]

Peking, 23rd July.

Admiral Sah, who was to have left Peking on a tour of inspection of the proposed naval bases, has postponed his departure.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate-General from the Manila Observatory:

24th July, 9 a.m.

23rd 6 p.m. Cyclone or typhoon over North China Sea moving W.N.W.

SELF-GOVERNMENT SOCIETIES.

The decision to set up representative Government in China in ten years' time has not been without its effect on the relations between officials and people. The past two years have witnessed the establishment of numerous varieties of associations having for their avowed object the training of the people for the responsibilities of the promised franchise. The Central Government and Provincial Authorities have encouraged the formation of these "self-government societies." It would appear, however, that these same associations are likely to become the cause of some anxiety to China's rulers if their present courses are to be allowed to continue unchecked.

In view of the rapidly spreading knowledge of European forms of democratic government, modification of the long established treatment of the people as children was bound to come; but the wisdom of readily yielding to the clamour of a gentry besotten with classic lore, who had come under the influence of a few foreign educated firebrands, is open to grave question; and to judge by current events it would appear probable that the Government will yet rue the day on which they so yielded Ten years, as was pointed out by many at the time of the issue of the Edict promising self-government, was unquestionably too short a period in which to expect that the ignorant gentry would be educated to fit their responsibilities and, indeed, it is very doubtful if they can or desire to be so educated. Would it not have been more prudent to have waited until a new generation of Literati had arrived, versed in modern affairs instead of in those of 2,500 years ago? The members of these so-called "self-government societies" have still no learning other than that of the ancients and are but infants in modern matters. The only effect of the Edict on them has been to imbue them with a headstrong spirit and a desire to "boss" the officials, in addition to the strong anti-foreign feeling which has hitherto animated them. They have utilised the encouragement given them by the Government to obtain lands from the Provincial authorities on easy terms, ostensibly for the education of the people, actually to provide funds to carry on their self-government propaganda.

The officials, high and low, are in undoubted fear of these societies; instances of this are daily seen in the failure of foreigners to obtain justice at their hand, so that China, once world-renowned for her commercial probity, bids fair to become a reproach among the nations. It is high time that a strong control of these mischievous associations was established as they are becoming a fruitful cause of trouble not only to the foreigners, but still more to their own officials, who will be well-advised to suppress their mischievous energy before they become involved by them in international complications.—*P. & T. Times.*

VOLUNTEERING IN SHANGHAI.

NEW HEADQUARTERS.

A most interesting and enjoyable little ceremony took place at No. 73 Range Road on Saturday afternoon when the new headquarters of the Portuguese company of the Shanghai Volunteer Corps were formally opened, reports the *Shanghai Mercury* of the 19th inst. Since its organisation nearly four years ago the unit in question has had its headquarters at the Portuguese Club. Recently, however, a proposal was mooted for the company to have its own headquarters like some other units of the S.V.C. and the idea was received with so much enthusiasm by the members that it was immediately carried into effect. The new premises consist of two spacious rooms on the ground and first floor of No. 73 Range Road with a small officers' room on the second floor. The rooms had been handsomely decorated for the occasion and presented quite an attractive appearance.

The inauguration ceremony, which commenced at 4.30 p.m., was attended by between 40 and 50 people—including members of the company in uniform and guests, among the latter being Lieut-Col. A. A. S. Barnes, S. V. C. Commandant, Captain Davidson, Q. M. S. Trr, etc. As the visitors arrived they were received by Captain Nolasco, who escorted them round to inspect the building. The Band of the Portuguese Company was in attendance and the proceedings were commenced with the playing of the Portuguese National Anthem.

A hearty welcome was extended to the guests by Captain Nolasco, who, speaking in Portuguese, said that since its organisation four years ago the Company had done fairly good work, which he thought showed that the members had understood the real meaning of the word "Volunteer." But still they might have done better if they had a point of assembly where they could meet together and discuss the affairs of the colony. Having had no such rallying place the members had not been able to meet together, except perhaps during the training season, and the result of this was likely to cause loss of interest and a weakening of the esprit de corps of the company—a factor which he considered of the greatest importance for the good discipline and union which must exist in any body of Volunteers. Their official headquarters in time of riot or whenever the Company had been called together had by the kindness of the Committee and members of the Club Uniao, been at the hall of that Club, but unfortunately some of the members of the Company were not members of the Club, and therefore, with the exception of the occasions which he had just mentioned, they had not been able to frequent the hall for social intercourse and similar purposes. The question then arose as to how they could remedy that state of affairs, and they decided that the only thing to do was to have headquarters of their own, and so it came about that they had established themselves in the building in which they were now assembled and where he hoped they would remain for many years to come. He had just stated that the esprit de corps was an important factor for the strengthening of a body like theirs, and the truth of that statement was probably quite clear to every one present. They wanted headquarters, and they felt they must have them, but then there came the difficulty as to how to get the money necessary to buy the furniture and other utensils required. It was only due to the unity which existed between the members of the Company that they had been able to furnish the house in which they were assembled. It was only very modestly furnished, but everything they saw there was the gift or gifts of members of the Company. In conclusion Capt. Nolasco hoped that the Company would derive many advantages by having headquarters of their own. In the name of the Portuguese Company the speaker then proposed the health of the guests present, coupled with the names of Col. Barnes, their worthy Commandant, and Capt. Davidson. (Applause).

The toast was enthusiastically drunk and in reply Col. Barnes proposed the health of the Portuguese Company, wishing the members every prosperity and congratulating them upon having their own headquarters.

Refreshments were then served after which the ceremony ended.

PRINCE ITO AT SEOUL.

The banquet at Seoul on July 12, given by the foreign consuls, says a Japanese exchange, was unsurpassed in the capital. The Doyen of the consular body, Mr. Vincart, addressing the guests of honour, Prince Ito and Viscount Sone, thanked the Prince for all the kindness he had extended in the past to the consuls and expressed his appreciation of his able successor. The Koreans would in future, he said, fully recognize the Prince as their benefactor.

Both Prince Ito and Viscount Sone replied, thanking the hosts for their hospitality and the kind references to themselves.

Speaking at a farewell dinner at the military headquarters in honour of Prince Ito on the 11th instant Viscount Sone stated that he had been on intimate terms with General Okubo for 40 years, during which period no cause for estrangement had ever arisen between them. He said that he undertook the discharge of his new duties as Resident-General in the case of mind made possible by the firm assurance of the continuation of these happy relations. Prince Ito, addressing the military and civil officials present, stated that during his incumbency of the Residency-General they had invariably followed his orders and faithfully discharged their respective duties. He was thankful and proud of the fact that during the four years not a single collision had ever taken place between the military and civil departments. He then expressed the hope that the military officials would aid Viscount Sone in the same manner as they had assisted himself, and warned them to beware of the evil example of other countries cursed with unending friction between their two sections of the government. Their duty was, he said, to endeavour the brilliance of the Japanese army.

A TRIP TO THE SADDLES.

Shanghai's one great disadvantage in the summer months has always been the absence of a suitable watering-place within easy distance, remarks the *N. C. D. News*. For those who can afford to take a long holiday there are Weihaiwei, Tsingtao, Japan and several other beautiful holiday resorts, but for the week-end there has been no real attraction. With the inauguration of the half-weekly service to the North Saddle Islands, however, this drawback has been overcome. That resthouse on the island is being put in order and bungalows are already available. Visitors who do not desire to stay longer than the steamer, can remain on board, and so combine the comforts of a modern steamer with the pleasures usually to be had only by "roughing it."

The H. A. L. S. Tsintau, which opened the new service on Saturday last, left here a little after 1 p.m. carrying about thirty-five passengers. Whilst travelling down stream a refreshing beam wind kept the deck of the steamer delightfully cool, especially the broad hurricane deck which gives to passengers every advantage of shade, space and fresh air. Fortunately the journey was owing to the delay of a few hours caused by striking mud in the middle of the river opposite Bush Island, and so the passengers escaped the slight discomfort usually experienced on board an anchored steamer, during the earlier hours of night. At dawn the earliest risers were gladdened with the sight of the high grassy hills quite close to the steamer, rising abruptly from the dark blue waters of North East Bay: the steamer had anchored during the night and the ship's boat was ready to convey passengers ashore. Numerous sampans were alongside, also, in readiness for any emergency that would lead to hire. In another quarter of an hour only the ship's people, and not all of them, were left on board. The visitors were crossing the little saddle that leads to the beach and shortly afterwards were tumbling about in the surf or riding the big blue waves farther out that roll gently in from the open sea.

It is an ideal bathing place. The beach slopes gradually and there is no outward tow to endanger swimmers who favour deep water. But while bathers have every assurance of safety, that ships cannot count on similar immunity was shown by the battered remains of the Sekio Maru lying on the rocks close by. In fact South-East bay's treachery towards ships is well-known and only a stranger like the wrecked Japanese would ever venture near its rocky channels.

A full hour and a half were occupied in bathing before breakfast was thought of, but the delay and the salt air had already fulfilled a useful purpose and with eager steps the bathers began the return to the ship; but on the saddle every one paused to admire the North-East bay, in the centre of which the steamer lay at anchor, her stately appearance and pretty colouring in marked contrast to the warped lines and faded hues of the quaint-looking Chinese crafts that lay round the fringe of the shore, all with bows facing outward as though watching the stranger with their big eyes that never close. A light breeze was raising little ripples on the water which reflected the rays of the sun in many bright flashes. To the right and left the light green hills stood out clearly against the blue sky, and away in the distance the sails of an outgoing fishing fleet were just recognizable. But on the steamer an ample breakfast was waiting and just then that was an item not likely to be forgotten.

Later in the day sailing junks and sampans served the purposes of the visitors, some of whom explored the little bays and islands while others climbed hills and visited the lighthouse, where a pleasant hour can also be spent listening to tales of the sea and examining the well-kept appliances of that lonely station. And so the morning passed. Then tiffin and a siesta on deck, with the cool breeze fanning cheeks warmed by salt-water and unusual exposure. The drowsy rest was a pleasant change to the vigorous exercise, but the afternoon had not far advanced before surfbathing made another appeal, and the cool water kept the bather thoroughly engrossed until it was time to return to the steamer for dinner, after which the return journey to Shanghai was made.

In conclusion it is interesting to note that the maximum heat on the island on Sunday was 83 which is 11.7 degress less than it was in Shanghai.

AN INCIDENT ON THE "MINNESOTA."

A PITCHED BATTLE.

The *Seattle Post-Intelligencer* wrote as follows on June 12th:—One hundred and two firemen and forty-five sailors, comprising the greater part of the Oriental crew of the liner *Minnesota* of the Great Northern Steamship Company, fought a pitched battle on board the big vessel at the Great Northern docks last night. One Chinaman, whose name was not secured, and who cannot talk English, was taken to the city hospital. He has been beaten over the head with a belaying pin or some other heavy instrument, and during the fight had stepped on a nail that sank into the middle of his foot. He is not in a dangerous condition. A dozen other received bruises and cuts. The trouble started last night when a fireman went into the galley of the ship to get a pail of water. One of the messboys objected to the fireman's presence in the galley and proceeded to throw him out. The firemen sided with their fellow-worker, and the sailors sided with the messboy, partly because he is of their sort and partly because the sailors and the firemen seem to be at 'outs' on general principles. Patrolman Ed. Francis was called to take a hand, and the star and helmet of the uniform patrolman had more effect on the Chinamen than the brass buttons and gold braid of the ship's officers. No arrests were made. Fearing a further outbreak, the patrolman last night made regular trips to the boat to prevent trouble.

COMMERCIAL.

YARN MARKET.

Hongkong, 23rd July, 1909.

The feature of the fortnight has been a further advance in the prices of yarn and the bull element which is prevalent in the local market is strengthened by reports of an excited market in Bombay consequent on a short American Cotton Crop. Sales are comparatively small and values show an appreciation of $1 to $3 per bale. The inquiry has been general, but No. 20s, have been considerably dealt in, participating largely in the advance and forming the bulk of the settlements. The last few days there has been very little doing, as dealers are unwilling to follow holders in their demand for higher prices, and a temporary lull is for the moment being experienced. The market, however, may be said to close firmer all round and with better prospects of the coming rice crop the outlook appears to be far from discouraging. Bombay continues strong, and it is stated that in view of the scarcity of the raw material and the congested state of the Piece-goods market most of the mills are considering the advisability of adopting a short time.

Sales of the interval aggregate 7,464 bales, arrivals amount to 6,800 bales, unsold stock estimated at 22,000, and uncleared yarn in shroff hands at about 28,000 bales.

Local Manufactures:—Sales are reported of about 675 bales No. 10s, and 12s, at $114 and $118 respectively.

Japanese Yarn:—Nothing doing.

Raw Cotton:—The high prices ruling in the Home markets have entirely checked importations, and for the trifling lot of inferior descriptions remaining in godown no offer can be induced. Quotations are Indian $17 to $32 and China $28 to $33.

Exchange on India has continued weak in sympathy with silver and closes to-day at Rs. 133/4 for T/T and Rs. 131 for Post. On Shanghai 74¼ and on Japan 84¼.

The undernoted business in imported and local spinnings is reported from Shanghai during the fortnight ended the 9th inst, viz:—

Indian:—Market firm. Total sales about 3,000 bales at advance of half to one Tael. Estimated stock about 35,000 bales.

Japanese:—Continue to attract attention and sales reported are 1,500 bales on the basis of Tls. 101 to 111½ for No. 16s and Tls. 111 to 117 for No. 20s.

Local:—In good inquiry, and sales of about 1,000 bales No. 16s. at Tls 100 to 105 are reported.

P. EDULJEE, Broker.

In their report dated the 23rd inst., Messrs. Polishwalla & Kotwall, cotton and yarn brokers, write:—

Since the issue of our last report on the 9th instant per S. S. *Assaye* the yarn market has continued strong and active and the speculative feeling evinced by some large native operators, alluded to previously, has shown little or no sign of abatement. Values have further appreciated $1 to $2 per bale and although demand from the country is conspicuous by its absence consequent on very high prices ruling here dealers are influenced solely by the very strong condition of the cotton market in India where despite the substantial improvement in our market of the last few weeks yarn cannot be replaced at our quotations. Importers would now appear to be willing sellers and are meeting buyers freely at the advance. The demand has been principally confined to suitable desirable spinnings which show the above mentioned advance in rates while other tickets for which there is no inquiry remain unaltered. We now close strong but quiet and the tone of the market at the close is steady but entirely depends on the position in India.

No. 6s & 8s.—A fair business has been done at an advance of $1 to $2 per bale.

No. 10s & 12s.—Moderate sales at the above mentioned improvement.

No. 16s.—Owing to meagre supplies, some business has been transacted in this count at an advance of $1 to $2 per bale.

No. 20s.—A good business has been done under country orders for special superior desirable spinnings, prices of which have improved as above, but those chops for which there has been no demand show no improvement.

Total sales about 7,400 bales.

Unsold stocks estimated at 20,000 bales.

Sold but undelivered in the godowns, and to arrive 37,000 bales.

Arrivals.—The mail str. *Delhi* and extra str. *Bombay Maru* and *Silesia* from Bombay, and str. *G. Apcar* and *C. Apcar* from Calcutta have brought in 6,800 bales for Hongkong, and 15,591 bales for Shanghai, shipments from Hongkong to Shanghai, and Coast ports, &c. amount to about 2,000 bales.

Shanghai—Is reported moderately active at an improvement of 1 to 2 taels per bale.

Japanese Yarn.—Almost closed.

Local Mill.—Total sales reported are 670 bales Nos. 10s. and 12s. at $114 and $118 respectively.

Raw Cotton.—The very high prices ruling in India have entirely checked importations, and no businesses reported either in Indian or China descriptions. We quoted to-day Indian $27 to $32 and China $28 to $33.

Rupees. T/T 130½ Sterg. D/D 1/8½ S'hai T/T 74½ Rupees. D/D 131 Sterg. 4m/st 1/9 Japan. 84½ Bar Silver 23 7/16

SHARE MARKET.

RAUB CRUSHING.

Messrs. Erich Georg & Co. write under yesterday's date:—

Owing to our Mr. Erich Georg being ill and unable to attend to business, we dispense with the usual share report, only giving the quotation list, as published to-day by the Stockbrokers Association of Hongkong. However, the following bits of information may be welcome:—A telegram from the Raub mine reports a crushing of 1,870 tons by 120 stamps, yielding 1,161 ounces of smelted gold. The total output of the Chinese Engineering and Mining Company's three mines for the week ended 22nd instant, is reported to be 4,230 tons of coal and the total output of the Raub mine for the week ended 17th instant was 1,870 tons of ore, yielding 1,161 ounces of gold.

To-day's Advertisement.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 26th day of July, 1909, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, off Tai Po Road, New Kowloon, in the Colony of Hongkong, for a term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	E.	W.	S.	Contents in Sq. ft.	Annual Rent.	Upset Price.
—	New Kowloon Farm Lot No. 6. Adjoining N.E. side of Tai Po Road.	(As per sale plan.)	ft.	ft.	ft.	ft.	21,630 (about)	$ 18	$ 160

Hongkong, 24th July, 1909. 1552

ing the same period to 27,069 tons." "The 86th ordinary half-yearly meeting of the Hongkong, Canton and Macao Steamboat Company, Limited, will be held on 10th proximo, transfer books closing from 27th instant to 10th proximo, both days inclusive." "The Hongkong Land Investment and Agency Company, Limited, will pay an interim dividend, on 3rd proximo, of $3½ per share, for the six months ending 30th June, 1909; shareholders are requested to apply for the dividend warrant at the Company's office; the transfer books will be closed from 26th instant to 3rd proximo, both days inclusive." "The West Point Building Company has declared an interim dividend of $2 per share, for the six months, ending 30th June, 1909, and payable on 3rd proximo, on which date dividend warrants may be obtained on application at the Company's office; the transfer books will be closed from 26th instant to 3rd proximo, both days inclusive."

RUBBER IN MALAYA.

DUTCH EXPERT OPINIONS.

Yesterday (10th inst.) there passed through Singapore Dr. A. H. Berkhout, late Conservator of Forests in Java, who was in the rubber planting field in the island a quarter of a century ago, and left for Sourabaya this morning.

Dr. Berkhout has spent three weeks on the Rubber Estates of the Peninsula, and as he has also had experience in Surinam, Brazil, as well as Java, his observations should be of value. In answer to questions by a representative of the *Singapore Free Press*, he said he had visited estates in Province Wellesley, Perak, Selangor and Malacca, and had made careful observation of the nature of the soil, and the effect of close or wide planting. He has to study out the full effect of the observations yet, but is well able to form an opinion already.

MALAYA FOR HEVEA.

Hevea, thinks the Doctor, grows on the alluvial of the Peninsula better than in any other part of the world he has visited. The exporters in Brazil have no chance to compete with the planters of Malaya. They can put their clean plantation rubber on the market at anything between one and two shillings a pound. The least that can be done with Para is over 3s. a pound.

"With better methods of tapping?"

"The tapping in Brazil is irregular and unscientific, and three or four tappings spoil the tree. Then the quest has to be carried further afield, and the wild rubber becomes still more expensive."

THE RAINFALL; AND PLANTING.

Dr. Berkhout thinks that it is not the quantity of rain that falls that makes any difference, but the regular distribution over the whole year. That is the climatic strength of Malaya. The estates, generally speaking, are well managed, but there is much yet to be learned by careful observation and experiment on the best way of cultivating and tapping. Planters will have to exercise their sound sense, and profit by their experience in this respect.

The manner in which the young plants are transferred from the nursery and planted strikes him as being far too rough. It would be better to plant the seeds in baskets and carry them in the baskets to the site of planting.

CLOSE PLANTING.

Dr. Berkhout favours close planting, with subsequent thinning out judiciously. He says it is quite a mistake to suppose that every acre of the estate shall bear a certain number of trees. He would plant 12 feet by 12, and no harm will result, but before the age of twenty, the number of trees are to be very largely reduced. No dead trees are to be replaced, except when a patch is for some reason cleared. The thinning out must be continuous, and regardless of symmetry. Pruning to get a great number of trees on the land, he considers harmful, the wounds being particularly susceptible to parasites. The thinning out must be continuous, he repeated. It does not, however, mean to cut down every other tree, nor half of the trees.

WEEDING.

Clean weeding is a costly process at the commencement but it ensures quick growth of the young trees. Dr. Berkhout does not think much of the experiments in planting mimosa, crotolaria, desmodium or passi-flora. It is true the first two plants add to the soil nitrogenous constituents derived from the air, but are not the soils of the rich lowlands nitrogenous enough, and do harm in preventing aeration of the surface layers of the soil? At the present price of rubber Dr. Berkhout is clearly in favour of clean weeding, the returns will stand it.

Dr. Berkhout desired to acknowledge the courtesy shown him by officials and planters. He hopes to visit Ceylon on his way home from Java, for which island he sails this morning.—*Straits Times, July 10th.*

Intimations.

THE DAIRY FARM Co., LIMITED.

Choice Australian RABBITS 75 cents each HARES $1 50 each.

Hongkong, 17th July, 1909. 1380

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LIGHT AND REFRESHING SUMMER BEVERAGE.

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Messrs. CALDBECK MacGREGOR & Co.
" H. PRICE & Co.
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" VICTORIA DISPENSARY.
" WATKINS, LTD.
" FRENCH STORE.
" KOWLOON DISPENSARY AND EVERYWHERE.

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THE MITSUI BUSSAN KAISHA. [471

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....$1,250,000)

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(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th March, 1908. [58

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. ... Every 10 minutes
10.00 a.m. to 11.00 a.m. ... Every 15 minutes
11.30 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 10 minutes
1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.15 p.m. ... Every 10 minutes
2.15 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. 10.45 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 9.30 a.m. ... Every 30 minutes
9.30 a.m. to 10.30 a.m. ... Every 15 minutes
10.30 a.m. to 11.00 a.m. ... Every 10 minutes
11.45 a.m. to 12.00 noon ... Every 15 minutes
12.00 Noon to 1.00 p.m. ... Every 10 minutes
1.00 p.m. to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 8.00 p.m. ... Every 10 minutes
8.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 10 minutes

[illegible] CARS [illegible] Every [illegible]

[illegible] cars @ 8.15 [illegible]

[illegible] DAY, 27th [illegible]

[illegible] OFFICE [illegible]

Shipping—Steamers.

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Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of

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"EMPRESS OF JAPAN"	"EMPRESS OF BRITAIN"
SATURDAY, AUG. 14TH.	FRIDAY, SEPT. 10TH.
"EMPRESS OF CHINA"	"ALLAN LINE"
SATURDAY, SEPT. 4TH	FRIDAY, OCT. 1ST.
"MONTEAGLE"	
SATURDAY, SEPT. 18TH.	
"EMPRESS OF INDIA"	"EMPRESS OF IRELAND"
SATURDAY, SEPT. 25TH.	FRIDAY, OCT. 22ND.

"Empress" Steamers will depart from Hongkong at 6 p.m.
"Monteagle" " " " 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

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HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

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C. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

11]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
TIENTSIN VIA SWATOW, WEIHAIWEI & CHEFOO	*CHEONGSHING**	MONDAY, 26th July, Noon.
S'PORE, SAMARANG & SOURABAYA	*ONSANG*	MONDAY, 26th July, 4 P.M.
SANDAKAN	*MAUSANG‡*	TUESDAY, 27th July, Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	*KUTSANG** †	FRIDAY, 30th July, Noon.
MANILA	*YUENSANG**	FRIDAY, 30th July, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	*NAMSANG**	TUESDAY, 3rd Aug., Noon.
CHINWANTAO VIA WEIHAIWEI & CHEFOO	*BUISANG**	TUESDAY, 3rd Aug., Noon.
MANILA	*LOONGSANG**	FRIDAY, 6th Aug., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kudat, Labad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61.
Hongkong, 24th July 1909. 16

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.		
SHANGHAI	"CHENAN"	25th	July,	4 P.M.
TSINGTAU, CHEFOO & NEWCHWANG,	"KWEIYANG"	26th	"	Daylight.
AMOY & SHANGHAI	"YOCHOW"	26th	"	4 P.M.
CEBU & ILOILO	"KANSU"	26th	"	"
MANILA	"TAMING"	27th	"	3 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	28th	"	4 P.M.
SHANGHAI	"ANHUI"	30th	"	"
SHANGHAI	"LINAN"	31st	"	Daylight.
MANILA	"TEAN"	3rd	Aug.,	3 P.M.
SHANGHAI	"CHINHUA"	5th	"	4 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"CHANGSHA"	19th	"	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

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FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chenan, Linan, Chinhua,*) —with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wines:—$45 single, $80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.
Hongkong, 24th July 1909. 15

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
CAVITE	3549	E. Rodgers, R.N.R.	MANILA	SATURDAY, 31st July, at Noon
RUBI	3511	R. Wm. Gould, R.N.R.		SATURDAY, 7th Aug., at Noon

For Freight or Passage, apply to SHEWAN TOMES & CO. GENERAL MANAGERS.

Hongkong, 24th July, 1909. 17

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU .....5,000 tons gross.....Sail 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU .....6,000 " ..... " 26th Oct., 1909, at Noon.
S.S. MANSHU MARU .....5,000 " ..... " 20th Dec., 1909, at Noon.

For particulars, apply to

K. MATSDA, Manager.
TOYO KISEN KAISHA, York Building.

Hongkong, 28th June, 1909. [257

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 31st July, at Daylight.
Do.	"SEATTLE MARU" Capt.	6,178	...SATURDAY, 28th Aug.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE,

Taking Cargo on through Bills of Lading to all Yangtsze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SWATOW, AMOY & TAMSUI	"DAIJIN MARU" Captain Y. Kaburaki	SUNDAY, 25th July, at 10 A.M.
SHANGHAI Via SWATOW, AMOY and FOOCHOW	"CHOSHUN MARU" Captain T. Suruga	TUESDAY, 27th July, at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHU" MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 23rd July, 1909. [499

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destinations.	Steamers.	Tons	Sailing Dates. 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	SANUKI MARU, Capt. K. Homma,	6500	WEDNESDAY, 4th Aug., at Daylight.
	AWA MARU, Capt. A. Keith,	6500	WEDNESDAY, 18th Aug., at Daylight.
VICTORIA, B.C., & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA	§ KAGA MARU, Capt. M. Hagino,	6500	TUESDAY, 17th Aug., at 4 p.m.
	§ SHINANO MARU, Capt. K. Kawara,	6500	TUESDAY, 14th Sept., at 4 P.M.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU Capt. T. Sekine,	5000	FRIDAY, 6th Aug., at Noon.
	NIKKO MARU, Capt. M. Yagi,	6000	FRIDAY, 3rd Sept., at Noon.
SHANGHAI, MOJI AND KOBE	‡ MOYORI MARU, Capt. J. C. Richards,	4000	WEDNESDAY, 28th July.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi,	6000	WEDNESDAY, 4th Aug., at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompsen,	9000	FRIDAY, 30th July, at Daylight.
KOBE AND YOKOHAMA	HITACHI MARU, Capt. Wm. Wade,	7000	FRIDAY, 6th Aug., at 5 P.M.
BOMBAY, VIA SINGAPORE AND COLOMBO	‡ CEYLON MARU, Capt. Fred. Pyne,	6000	MONDAY, 26th July.

‡ Cargo only.

§ Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kamo Maru .....(Capt. F. L. Sommer).....About Friday, 30th July.
Mishima Maru .....(Capt. A. E. Moses).....About Wednesday, 25th August.
Atsuta Maru .....(Capt. W. Thompsen).....About Wednesday, 22nd September.
Miyasaki Maru.....(Capt. W. Bainbridge) ...About Wednesday, 20th October.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

Allowance	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	$120	$110	$100	$90
2nd "	$80	$70	$60	$50

Option of call towards calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO, Manager. [418-429

Shipping—Steamers

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship "CATHERINE APCAR," Captain G. F. Hudson, will be despatched for above Ports on TUESDAY, the 27th instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 22nd July, 1909. [550

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER B.C., TACOMA & SEATTLE, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing Date
Kumeric	6,232	J. Mathes ...	1909 28th July
Aymeric	4,363	J. Boyd ...	26th Aug.
Suweric	6,232	S Shotton ..	23rd Sept.

* These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

S.S. *Kumeric* calls at Keelung, Shanghai, Moji, Kobe and Yokohama.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings.
Hongkong, 22nd July, 1909. [10

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship "SEGURA," Captain Hayes, will be despatched as above on or about 24th July.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewardess are carried. Fare to London £35.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 10th July, 1909. [503

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ...Capt. H. W. Walker.
"KWONG SAI" .....Capt. R. S. Crowe.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officered by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity.—Electric Fans in State Rooms.

Passage Fare—Single Journey.....$4.
Meals.....$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 26th April, 1909. [16

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. .....

For Freight and further information, apply to DODWELL & Co. LIMITED, Agents.

Hongkong, 20th July, 1909. [48

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO,—MEXICO,—PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship "....."

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 21st July, 1909. [18

Shipping—Steamers.

"INDRA" LINE, LIMITED.

FOR NEW YORK via SUEZ CANAL.

THE Steamship "INDRAWADI," Captain W. Cray Williams, will be despatched as above about 21st August.

For Freight, apply to JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 21st July, 1909. [537

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With liberty to call at the Malabar Coast).

THE Steamship "WELSH PRINCE" will be despatched for the above Ports on SATURDAY, the 14th August, 1909.

For Freight and Passage, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, 23rd July, 1909. [512

Intimations.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

	Per Bot.
XXX Very Old Fine	$2.50
V.O.C.B. Guaranteed 20 Years Old	5.50

ALSO

QUINQUINA?
QUINQUINA?
DUBONNET?

FRENCH STORE,
Sole Agent.

Hongkong, 30th April, 1909. [40

D. NOMA,

PROFESSIONAL TATTOOER AND THE EXPERT REMOVER OF TATTOO MARKS,

No. 60, QUEEN'S ROAD, CENTRAL

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a speciality.

Hongkong, 1st September, 1908. [40

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

利廣隆置辦傢俬

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at No. 39, DES VOEUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.,
25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908. [40

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGÉE (TASTELESS) FORM.

SELF CURE NO FICTION!
MARVEL UPON MARVEL!
NO SUFFERER
NEED NOW DESPAIR,

but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of

THE NEW FRENCH REMEDY

THERAPION

a complete revolution has been wrought in this department of medical science, while thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—The Sovereign Remedy for discharges, superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2—The Sovereign Remedy for primary and secondary skin eruptions, ulcerations, pains and swelling of the joints, and all those complaints which mercury and sarsaparilla are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3—The Sovereign Remedy for debility, nervousness, impaired vitality, nocturnal losses, diabetes and incapacity for business or pleasure, loss of appetite, blushing, indigestion, pains in the back, pale head, and all those evils arising from self-abuse or excesses, &c., which the faculties permit us to refer to, because so important to every one possessing a

THERAPION

Chemists, Druggists, &c., throughout the World. Sole Agents for Hongkong, Messrs. A. S. Watson & Co., Ltd., Chemists, Queen's Road Central, from whom the Therapion can be obtained. Price $5 per Box.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T	1/8½
Do. demand	1/8 13/16
Do. 4 months' sight	1/8 15/16
France—Bank T.T.	2.17½
America—Bank T.T.	42½
Germany—Bank T.T.	1.76½
India T.T.	130½
Do. demand	130½
Shanghai—Bank T.T.	74½
Singapore—Bank T.T. per H.K. Stoc	74
Japan—Bank T.T.	84½
Java—Bank T.T.	104

Buying.

4 months' sight L/C.	1/9 1/16
6 months' sight L/C.	1/9 3/16
30 days' sight San Francisco & New York	43
4 months' sight do.	44½
30 days sight Sydney & Melbourne	1.9 5/16
4 months' sight France	2.21½
6 months' sight	2.23½
4 months' sight Germany	1.80½
Bar Silver	23⅝
Bank of England rate	2½ %
Sovereign	11.52

SHIPPING AND MAILS

MAILS DUE

Indian (*Kutsang*) 28th inst.
German (*Goeben*) 28th inst., noon.
Indian (*Kumsang*) 29th inst.
Canadian (*Empress of Japan*) 5th prox.

The T. K. K. s.s. *Chiyo Maru* left Shanghai to-day, and is expected at this port on 26th inst., at 6 a.m.

The N. Y. K. s.s. *Atsuta Maru*, European Line, left Singapore for this port on 23rd inst., and is expected here on 28th inst.

The N. Y. K. s.s. *Moyori Maru*, Bombay Line, left Singapore for this port on 22nd inst., and is expected here on 28th inst.

The P. M. S. S. Co.'s s.s. *Manchuria* left Manila yesterday, and is due to arrive at this port to-morrow, between noon and 2 p.m.

The P. & O. S. N. Co.'s s.s. *Sumatra* left Singapore for this port on 23rd inst., at 11.30 a.m., and is due here on 28th inst., at 9 a.m.

The N. Y. K. s.s. *Yeboshi Maru*, Bombay Line, left Bombay for this port *vi'a* Singapore on 21st inst., and is expected here on 11th prox.

The N. Y. K. s.s. *Nikko Maru* Australian Line, left Thursday Island for this port *via* Manila on 22nd inst., and is expected here on 2nd prox.

The C. P. R. Co.'s s.s. *Montcalm* arrived at Kobe at 6 a.m., on 23rd inst., and left again at noon, same day, for Yokkaichi, where she is due to arrive at 7 a.m., on 24th inst.

The Imperial German Mail s.s. *Goeben* carrying the German Mails with dates from Berlin of the 30th ult., left Singapore on 24th inst., a.m., and may be expected here on 28th inst., at noon.

Shipping.

Arrivals.

Ceylon Maru, Jap. s.s, 5,142, F. L. Pyne, 23rd July,—Kobe via Moji 16th July, Gen.—N. Y. K.
Tjikini, Dut. s.s., 2,487, H. Koops, 23rd July,—Moji 18th July, Gen.—J. C. J. L.
Kowloon, Ger. s.s. 1,478, A. Enigk, 23rd July,—Canton 23rd July, Gen.—S. & Co.
Chenan, Br. s.s., 1,349, J. H. Brown, 23rd July,—Canton 23rd July, Gen.—B. & S.
Paklat, Ger. s.s., 1,017, J. Wenzel, 24th July,—Bangkok 15th July, via Swatow 23rd, Rice and Wood.—M. & Co.
Meefoo, Chi. s.s., 1,339, J. McArthur, 24th July,—Canton 23rd July, Gen.—C. M. S. N. Co.
Johanne, Ger. s.s., 952, M. Ipland, 24th July,—Pakhoi 20th July, and Hoihow 23rd, Gen., Pigs and Cattle.—J. & Co.
Thordis, Nor. s.s., 1,091, J. Jorgensen, 24th July,—Bangkok via Swatow 16th July, Rice.—Kin Fye Long.
Trogonia, Dut. s.s., 2,468, Halscher, 24th July,—Singapore 15th July, and Swatow 23rd, Bulk Oil.—A. P. & Co.
Feiching, Chi. s.s., 984, G. W. F. Newbery, 24th July,—Shanghai 21nd July, Gen.—C. M. S. N. Co.

Clearances at the Harbour Office.

Sungkiang, for Iloilo.
Daijin Maru, for Swatow.
Kowloon, for Haiphong.
Hotmun, for Swatow.
Fausang, for Saigon.
Empress of India, for Shanghai.
Haidis, for Bangkok.
Trigonia, for Canton.

Departures
July 24.

Delta, for Europe.
Singan, for Haiphong.
Loongsang, for Manila.
Helene, for Hoihow.
Bourbon, for Saigon.
Luchow, for Haiphong.
Frl, for Saigon.
Kjeld, for Canton.
Carl Diedrichsen, for Haiphong.
Empress of India, for Vancouver.
Kansu, for Iloilo.
Patchaburi, for Bangkok.
Yochow, for Shanghai.
Sungkiang, for Iloilo.
Rubi, for Manila.
Cheongshing, for Tientsin.
Fausang, for Saigon.

Passengers arrived.

Per *Paklat*, from Bangkok, &c.—485 Chinese.

Per *Tjikini*, from Moji—Mrs. Lamberts, 2 daughters and baby.

Per *Feiching*, from Shanghai—Messrs. Wilkinson, Ramsay, and 11 Chinese.

Shipping Report.

Str. *Feiching*, from Shanghai:—Dull overcast, rainy weather.

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Hailan	at	Kowloon Dock.
Vorwarts	"	" "
Peiho	"	" "
Butuan	"	" "
Haidis	"	" "
Kaipan	"	" "
Paul Beau	"	" "
Muncaster Castle	"	Cosmopolitan "

TAIKOO DOCKS.

Haugchow	at	Quarry Bay Docks.
Kwangtung	"	" "

VESSELS IN PORT.

STEAMERS.

Benvorlich, Br. s.s., 2,764, D. T. Calley, 18th July,—Moji 11th July, Coal.—J., M. & Co.
Catherine Apcar, Br. s.s., 1,730, G. F. Hudson, 20th July,—Calcutta 3rd July, via Penang and Singapore 15th, Gen.—D. S. & Co., Ld.
China, Am. s.s., 3,186, D. E. Friele, 15th July,—San Francisco 17th June, Honolulu 24th, Yokohama 7th July, Kobe 8th, Nagasaki 10th, and Shanghai 13th, Mails and Gen.—P. M. S. S. Co.
Choshun Maru, Jap. s.s., 1,109, T. Suruga, 23rd July,—Swatow 22nd July, Gen.—O. S. K.
Daijin Maru, Jap. s.s., 899, Y. Kaburaki 21st July,—Swatow 20th July, Gen.—O. S. K.
Erroll, Br. s.s., 2,886, L. James, 4th July,—Salina Cruz 24th May, and Moji 28th July, Coal.—D. & Co., Ld.
Fitzpatrick, Br. s.s., 2,837, R. E. Hutchinson, 16th July,—Moji 10th July, Coal.—O. S. K.
Hailan, Fr. s.s., 377, O. A. Hörg, 26th June,—Hoihow 23rd June, Gen.—A. R. M.
Haimun, Br. s.s., 636, J. W. Evans, 23rd July,—Swatow 22nd July, Gen.—D., L. & Co.
Haidis, Nor. s.s., 1,065, G. Solberg, 16th July,—Bangkok 8th July, and Hoihow 14th, Rice.—Aagaard, Thoresen & Co.
Hangsang, Br. s.s., 1,356, S. Wilde, 18th July,—Canton 17th July, Gen.—J., M. & Co.
Hongmoh, Br. s.s., 2,555, R. S. Bainbridge, 23rd July,—Singapore 17th July, Gen.—Joo Teck Sing.
Kaifuku Maru, Br. s.s., 1,903, Suda, 15th July, —from Moji, Coal.—M. B. G. K.
Kashing, Br. s.s., 1,142, H. E. Laver, 23rd July,—Karatsu 12th July, Coal.—B. & S.
Kumeric, Br. s.s., 4,006, J. Mathie, 13th July,—United States via Japan and Manila 29th June, Gen.—D. & Co., Ld.
Kweiyang, Br. s.s., 1,244, M. Dawson, 23rd July,—Canton 22nd July, Gen.—B. & S.
Laertes, Br. s.s., 1,340, D. O. H. Frampton, 18th July,—Saigon 14th July, Rice and Gen.—Wo Fat Sing.
Mandasan Maru, Jap. s.s., 2,847, Yamamoto, 19th July,—Miike 13th July, Coal.—M. B. K.
Marie, Ger. s.s., 1,169, Christiansen, 23rd July,—Moji 17th July, Coal.—J. & Co.
Mausang, Br. s.s., 1,644, G. S. Weigall, 13th July,—Sandakan 7th July, Timber and Gen.—J., M. & Co.
Ningchow, Br. s.s., 5,837, Allen, 14th July,—from Tacoma, Flour and Gen.—B. & S.
Onsang, Br. s.s., 1,787, E. S. Woolley, 12th July,—Java 3rd July, Sugar.—J., M. & Co.
Poontong, Br. s.s., 998, Oldsen, 20th July,—Bangkok 11th July, and Kohsichang 14th, Wood, Rice and Salt.—Yuen Fat Hong.
Quarta, Ger. s.s., 1,145, H. Madsen, 23rd July,—Macassar 13th July, Gen.—J. C. J. L.
Yingchow, Br. s.s., 1,216, W. Fraser, 21st July,—Canton 20th July, Gen.—B. & S.

Steamers Expected.

Vessels	*From*	*Agents*	*Due*
Manchuria	Manila	P. M. Co.	July 25
Manila	Manila	M. & Co.	July 25
Dortmund	Singapore	H. A. L.	July 25
Persia	Shanghai	S., W. & Co.	July 25
Anhui	Shanghai	B. & S.	July 25
Chiyo Maru	Shanghai	T. K. K.	July 26
Ceylon Maru	Moji	N. Y. K.	July 26
Minnesota	Japan	N. Y. K.	July 27
Glenavon	Singapore	McG. & G.	July 27
Goeben	Singapore	M. & Co.	July 28
Sumatra	Singapore	P. & O. Co	July 28
Kutsang	Singapore	J., M. & Co	July 28
Kamo Maru	Kobe	N. Y. K.	July 28
Moyori Maru	Singapore	N. Y. K.	July 28
Kumsang	Calcutta	J., M. & Co	July 29
Aldenham	Sydney	G., L. & Co	Aug. 1
Nikko Maru	Thursday I	N. Y. K.	Aug. 2
Emp. of Japan	Vancouver	C. P. R. Co	Aug. 5
Yeboshi Maru	Bombay	N. Y. K.	Aug. 11

Ships Passed The Canal.

18th June—*Syria*, 22nd June—*Bencleuch, Oceanien, Monmouthshire, Carmarthenshire, Kintuck, Stentor, Longships, Peking*. 25th June—*Achilles, Ernest Simons, Iyo Maru, Inaba Maru, Prinz Eitel Friedrich, Pera, Prinz Ludwig*. 29th June—*Belgravia, Brisgovia, Glaucus, Glenavon, Glenlogan, Indrapura, Lennox*. 2nd July—*Atsuta Maru, Indramayo, Ping Suey, Polynesien, Somali, Sumatra*. 6th July—*Goeben, Nippon, Bengloe, Moyune, Silesia*, (Ger.) 9th July—*Persius, China*, (Aus.) *Tonkin, Hitachi Maru*. 13th July—*Lutzow, Karonga, Palermo, Wakasa Maru, Theseus*. 16th July—*Borneo, Flintshire, Glenlochy, Kaisow, Suevia, Shimosa, Priam*. 16th July—*Oldenburg, Satsuma*. 20th July—*Andrea Rickmers, Inverclyde, Antenor, Benlawers, Bulow, Canton, Sydney, Glenstrae, Poona*. 23rd July—*Meinam, Australien, Hyson, Dardanus Palma, Cathay, Kanagawa Maru*.

Arrivals at Home—18th June—*Nubia*. 22nd June—*Hakata Maru, Darjlinger*. 25th June—*Austria, Ducre Castle*. 29th June—*Bendoran, Indrasamha*. 2nd July—*Stentor, Kintuck, Peking*. 6th July—*Nubia, Liberia, Brilliant, Monmouthshire*. 9th July—*Prinz Eitel Friedrich, Belgravia, Polynesien, Pera*. 13th July—*Glaucus, Iyo Maru*. 16th July—*Glenlogan*. 19th July—*Somali*. 20th July—*Lutzow, China*, (Aus.) *Moyune, Oopack, Silesia*, (Ger.) *Wakasa Maru*. 23rd July—*Brisgavia, Theseus*.

Post Office.

☞ Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

☞ Approximate times of closing mails at Shanghai via Dairy and Siberia.

28th July ..... at 8.30 P.M.
31st " ..... at 8.30 P.M.
5th August ..... at 11.00 A.M.

A Mail will close for:—

Swatow—Per *Haimun*, 25th July, 9 A.M.
Amoy—Per *Hongmoh*, 25th July, 9 A.M.
Swatow, Amoy and Tamsui—Per *Daijin Maru*, 25th July, 9 A.M.
Swatow and Deli—Per *Johanne*, 25th July, 9 A.M.
Singapore and Colombo—Per *Segura*, 25th July, 9 A.M.
Swatow, Weihaiwei, Chefoo and Tientsin—Per *Cheongshing*, 26th July, 11 A.M.
Swatow, Amoy and Foochow—Per *Haitan*, 26th July, 1 P.M.
Macao—Per *Sui Tat*, 28th July, 1.15 P.M.
Singapore, Samarang and Sourabaya—Per *Onsang*, 26th July, 3 P.M.
Shanghai—Per *Meefoo*, 26th July, 4 P.M.
Haiphong—Per *Haitan*, 26th July, 5 P.M.
Sandakan—Per *Mausang*, 27th July, 10 A.M.
Singapore, Penang and Calcutta—Per *Catherine Apcar*, 27th July, 10 A.M.
Batavia, Cheribon, Samarang and Sourabaya—Per *Tjikini*, 27th July, NOON.
Macao—Per *Sui Tat*, 27th July, 1.15 P.M.
Manila—Per *Taming*, 27th July, 2 P.M.
Samarang and Sourabaya—Per *Quarta*, 27th July, 4 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *China*, 27th July, 6 P.M.
Europe, &c., India, *via* Tuticorin—Per *Kintat*, 28th July, 11 A.M.
Macao—Per *Sui Tat*, 28th July, 1.15 P.M.
Weihaiwei, Chefoo and Tientsin—Per *Hutchow*, 28th July, 3 P.M.
Macao—Per *Sui Tat*, 29th July, 1.15 P.M.
Shanghai, Yokohama Kobe and Moji—Per *Kutsang*, 30th July, 11 A.M.
Swatow, Amoy and Foochow—Per *Haiyong*, 30th July, 1 P.M.
Macao—Per *Sui Tat*, 30th July, 1.15 P.M.
Shanghai—Per *Anhui*, 30th July, 3 P.M.
Manila—Per *Yuensang*, 31st July, 3 P.M.
Singapore, Penang and Colombo — Per *Kamo Maru*, 30th July, 4 P.M.
Keelung, Shanghai, Moji, Kobe, Shimidzu, Yokohama and Tacoma—Per *Fitzpatrick*, 30th July, 5 P.M.
SHANGHAI VIA SIBERIAN Mail to Europe—Per *Linan*, 30th July, 6 P.M.
Macao—Per *Sui Tat*, 31st July, 1.15 P.M.
Keelung, Nagasaki, Kobe, Yokohama and Seattle—Per *Minnesota*, 2nd Aug., 11 A.M.
Singapore, Penang and Calcutta — Per *Namsang*, 3rd Aug., 11 A.M.
Weihaiwei, Chefoo and Chinwantao — Per *Sutsang*, 3rd Aug., 11 A.M.
Manila—Per *Tai*, 3rd Aug., 2 P.M.
Singapore, Penang and Colombo — Per *Samuel Marx* 3rd Aug., 5 P.M.
Shanghai—Per *Chinhwa*, 5th Aug., 3 P.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Yawata Maru*, 6th Aug., 11 A.M.
Manila—Per *Loongsang*, 6th Aug., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Chiyo Maru*, 7th Aug., 11 A.M.
Moji and Salina Cruz—Per *Erroll*, 10th Aug., 11 A.M.
Manila, Yap, Fr. Wilhelmshafen, Simpsonhafen, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per *Coblenz*, 13th Aug., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Empress of Japan*, 14th Aug., 5 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Changsha*, 19th Aug., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Manchuria*, 31st Aug., 11 A.M.

HONGKONG TIDE TABLE.

From July 24th to 30th, 1909.

Day of Week.	Day of Month.	HIGH WATER. Hongkong Mean Time.	Height	LOW WATER. Hongkong Mean Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Sat.	24	m 2 45	4 4	m 7 10	3 7
		9 56 a	5 3	8 07 a	2 4
Sun.	25	m 3 15	4 0	m 8 31	3 8
		1 46 a	4 7	9 10 a	2 7
Mon.	26	m 3 49	4 9	m 10 30	3 6
		3 10 a	4 2	9 54 a	3 0
Tues.	27	m 4 26	5 3	0 2 a	3 1
		5 12 a	3 9	10 38 a.	3 3
Wed.	28	m 5 6	5 8	1 0 a	2 5
		7 3 a	3 8	11 22 a.	3 4
Thurs	29	m 5 48	6 4	1 44 a	3 8
		8 3 a	3 9		
Fri.	30	m 6 31	6 9	m 0 5	3 4
		8 50 a	4 0	2 24 a	3 2

m denotes morning.
a " afternoon.

CHINA COAST METEOROLOGICAL REGISTER.

July 23rd, 1909, a.m.

			Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7	a.m.	29 89	65	85	SE	1	o
Nemuro	6	a.m.	29.81	—	—	—	o	—
Hakodate		"	29.89	—	—	W	2	—
Tokio		"	29.95	—	—		o	—
Kochi		"	29 99	—	—	SW	2	—
Nagasaki		"	30 03	—	—	—	o	—
Kagoshima		"	30.04	—	—	—	o	—
Oshima		"	30.04	—	—	—	o	—
Naha		"	29.97	—	—	—	o	—
Ishigakijima		"	30 93	—	—	E	2	—
Bonin Is.		"	30.04	—	—	E	2	—
Chefoo	6	a.m	29.91	76	86	WSW	1	b
Weihaiwei	9	a.m.	29 91	81	—	NE	1	b
Hankow	6	a.m.	29 82	83	87	SW	1	b
Kinkiang		"	29.94	82	87	—	o	b
Shanghai	9	a.m.	29 96	87	69	S	2	c
Gutzlaff		"	29 95	85	83	SSE	2	cv
Sharp Peak		"	29 93	84	87	N	4	c
Amoy	6	a.m.	29 85	85	80	—	o	b
Swatow		"	29 82	80	87	E	1	b
Taiboku	5	a.m.	29.88	—	—	S	4	—
Taichu		"	29 88	—	—	S	2	—
Tainan		"	29 87	—	—	E	2	—
Koshun		"	29.93	—	—	E	6	—
Pescadores		"	29.86	—	—	W	6	—
Canton	9	a.m.	29.91	84	79	NE	1	c
Hongkong	10	a.m.	29 87	84	73	NE	2	o
Victoria Peak		"	—	—	—	NE	3	—
Gap Rock		"	29.81	—	—	NE	5	—
Macao		"	29.37	85	—	NE	1	c
Wuchow	9	a.m.	—	—	—	—	—	—
Hoihow		"	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phullen	8	a.m.	—	—	—	—	—	—
Tourane		"	—	—	—	—	—	—
C. St. James		"	—	—	—	—	—	—
Aparri	6	a.m.	29.84	75	—	S	2	o
Manila	10	a.m.	29.84	86	71	SE	o	c
Legaspi	6	a.m.	29.84	77	—	—	o	b
Bacolod	9	a.m.	—	—	—	SW	1	c
Iloilo		"	29.87	81	—	W	1	b
Cebu		"	29 86	84	—	—	o	b
Labuan		"	29 92	77	—	—	—	—

July 24th, 1909, a.m.

Vladivostock	7	a.m.	29.69	67	99	SE	1	o
Nemuro	6	a.m.	29 89	—	—	—	o	—
Hakodate		"	29.97	—	—	—	o	—
Tokio		"	29.99	—	—	—	o	—
Kochi		"	29.99	—	—	SW	2	—
Nagasaki		"	29.99	—	—	—	o	—
Kagoshima		"	30.04	—	—	—	o	—
Oshima		"	30.01	—	—	S	2	—
Naha		"	29 97	—	—	—	o	—
Ishigakijima		"	29.89	—	—	E	2	—
Bonin Is.		"	30.04	—	—	E	2	—
Chefoo	6	a.m	29.79	79	87	S	4	b
Weihaiwei	9	a.m.	29 80	83	—	NE	1	b
Hankow	6	a.m.	29.83	85	87	SE	1	b
Kinkiang		"	29 92	82	87	—	o	b
Shanghai	9	a.m.	29 91	87	65	S	3	b
Gutzlaff		"	29 91	84	87	SSE	2	bv
Sharp Peak		"	29.89	81	87	N	4	c
Amoy	6	a.m.	29.83	80	91	NW	1	b
Swatow		"	—	—	—	—	—	—
Taiboku	5	a.m.	29 87	—	—	—	o	—
Taichu		"	29.88	—	—	—	o	—
Tainan		"	29.87	—	—	E	2	—
Koshun		"	29.86	—	—	NE	6	—
Pescadores		"	29.85	—	—	—	o	—
Canton	9	a.m	29 86	84	83	E	1	c
Hongkong	10	a.m.	29 85	80	87	ESE	3	op
Victoria Peak		"	—	—	—	ESE	5	—
Gap Rock		"	29.79	—	—	ESE	5	—
Macao		"	29.84	81	—	SE	2	c
Wuchow	9	a.m.	—	—	—	—	—	—
Hoihow		"	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phullen	8	a.m.	—	—	—	—	—	—
Tourane		"	—	—	—	—	—	—
C. St. James		"	—	—	—	—	—	—
Aparri	6	a.m.	29 82	75	—	SW	2	o
Manila	10	a.m.	—	—	—	—	—	—
Legaspi	6	a.m.	29.80	75	—	—	o	c
Bacolod	9	a.m.	—	—	—	SSE	1	o
Iloilo		"	29.83	82	—	SSW	1	b
Cebu		"	29.82	84	—	N	1	b
Labuan		"	29.87	78	—	—	—	—

TO-MORROW.

St. John's Cathedral.

25th July; 7th Sunday after Trinity.

Holy Communion 7.30 a.m.

Matins 11 a.m., Responses: Ferial, Venite: Ouseley, Psalms: of the 25th morning, Te Deum: Woodward, Smart, Turle, Benedictus: Langdon, Hymns: 418, 217 and 370, Preacher: Rev. C. E. Thompson, B.A.

Evensong 5.45 p.m., Responses: Ferial, Psalms: of the 25th evening, Magnificat: Nunc Dimittis: Goss in A., Anthem: "Hear my prayer"—Mendelssohn, Hymns: 431 and 477, Sevenfold Amen, Preacher: The Bishop of Victoria.

N.B.—Psalm 119, Verses 75, 80, 81, 86, 89, 94, 103 in unison.

Hymn 431 " 1, 4, 6 "

St. Andrew's Church, Kowloon.

7th Sunday after Trinity 25th July.

Morning Service at 11 a.m., Preacher, the Lord Bishop of Victoria. No Evening Service.

Services on Sundays during July 1, September:—

Holy Communion on 1st Sunday of the month at noon, on 3rd Sunday at 8 a.m.

Morning Prayer at 11 a.m.

Wesleyan Methodist Church, WANCHAI.

Sunday Services 10.15 a.m., and 6.15 p.m., Preacher:—Rev. R. Ellison.

Sailors' and Soldiers' Home, Arsenal Street.

Sunday 3 p.m. P. S. A. Speaker, Mr. F. C. Joughin, R.C.N.C., 8 p.m., Gospel Meeting addressed by Mr. J. E. Hoff.

Monday 8 p.m. Fellowship Meeting.—

Wednesday 8 p.m. Temperance Meeting.

Saturday 8 p.m. Prayer Meeting.

St. Peter's Church, Queen's Road West.

7th Sunday after Trinity.

Matins 11 a.m., Venite; Ouseley, Psalms; Jones, Lemon, Dupuis, King, Te Deum; Woodward, Smart, Turle, Jubilate; Turle, Hymns; 436, 311, 518 and 448.

Evensong, 6.30 p.m., Psalms; Purcell, Garrett, Walmesley, Turle, Deus Miseratur, Hopkins, Kyrie; Tuckerman, Hymns; 479, 364, 407 and 333.

Holy Communion 7.30 p.m.

The Church launch *Dayspring* will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m., (Kowloon Police Pier, 10.30 and 6 p.m.), returning afterwards. All the sittings are free and unappropriated. Visitors are welcome. Books, etc., provided.

Sunday School 10 to 10.45 a.m.

Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m. and 9.30 a.m. Benediction, 5.30 p.m.

German Bethesda Chapel, West Point:—Morning Service 11 a.m.

St Francis' Church W nchai:—Mass (*Chin*), 6 a.m. (*Port.*), 7.30 a.m. Benediction, 5 p.m.

St Joseph's Church, Garden Road:—Morning Service (*English*), 10 a.m.

St Anthony's Chapel West Point:—Mass, 8 a.m.

The Rosary Church Kowloon:—Every Sunday, Mass at 7.30 a.m. and Mass, followed by the Benediction of the Blessed Sacrament, at 9 a.m.

Union Church:—Services, 11 a.m. and 6 p.m.

VISITORS AT THE HOTEL.

PEAK.

Alabaster, Mr.	Knight, C. C.
Aubrey, Dr.	Knott, Mrs.
Aucott, E. F.	Leask, Mr.
Binst, Mr.	Lloyd, Mr.
Bowen, Mr. and Mrs.	Martin, R.
Campbell, Miss Carter	Monk, A. V.
Cousland, A.	Montfield, Engr.-Com. and Mrs.
Daniel, Mr.	Nicolaisen, Mr.
Darling, Col.	Orr, J. W.
Davidson, E.	Peel, Mr.
Dawson, Mr.	Perkins, T. L.
Detmers, Mr. and Mrs.	Philips, Mr. and Mrs.
Detmers, Miss	Potter, Mr.
Dessez, Mrs. & child	Probyn, R.A.M.C., Major
Dutton, Mr.	Rissland Mr. and Mrs. H.
Eunles, Rev. and Mrs. Dallas	Sawer, Mrs.
Finch, Capt. and Mrs.	Sayle, Mr. and Mrs.
Galbraithe, Mr.	Shenton, Mr.
Gansden, G. G.	Sinclair, A.
Gaster, E.	Slade, Mr.
Gelsthorpe, F. I.	Smith, A. Findlay
Gilpin, Mr. and Mrs.	Southerland, Mr. and Mrs.
Hall, Mr.	Stacpole, Lt.-Col.
Harris, Mr.	Temporley, Mr.
Haxeland, F. A.	Thompson, Lt. & Mrs.
Hockaday, W. T.	Thornhill, Rev.
Houghes, Rev.	Totton, Mr.
Humphreys, W. M.	Twiss, Capt. and Mrs.
Jacks, Mr.	White, Mr. and Mrs.
Joseph, Mr. and Mrs. E. S.	Wood, David
Kilby, Mr.	

ASTOR HOUSE.

Abraham, E. S.	Musso, V. P., Marquis and Marchioness S. Oriolo
Almaroff, Mr.	Prentiss, Mrs. A. M.
Behr, Jules	Ransilde, G.
Benoit, Mr.	Robie, F. M.
Casagrande, Mr. and Mrs.	Rogeau, E.
Christie, A.	Seal, B.
Crawford, G.	Seggie, T. W.
Eyre, H.	Sennet, M.
Ferry, W. V.	Setna, S. D.
Finley, Mrs. T. P.	Shoste, Mr.
Finley, Misses	Tait, Mr. and Mrs. S.
Ginkel, Van	Vina, Mrs. Ramona de la
Gomes, A. J. M.	Wishart, Wm.
Herrera, L. C.	Yeung, Mrs.
Hickman, H. B.	
Lojo, Jose	
Pariset, M.	

HONGKONG.

Adams, P. R.	Massey, Miss K. A.
Beaurepaire, H. N.	McIntosh, G. C.
Bunner, Mr. and Mrs. W. C.	Menagh, J. E.
Burke, A. J. E. B.	Mickle, D. M.
Condon, H. L.	Mollemann, J.
Day, E. W.	Morse, H. J.
Fuller, Denman	Mulder, J. D.
Gill, Miss E. H.	Osborne, Mr. & Mrs. C. C.
Gill, Miss V. H.	Packer, B. L.
Ginkel, Mrs. J. A.	Pinkham, L. E.
Hewett, Hon. Mr. E. A.	Ray, E. H.
Husson, L.	Ruprecht, L. T
Innes, Capt. R.	Schulte, D.
Johnson, C. L.	Skipp, A. J.
Johns, T. J. Rowett	Spalding, R.N., Surgeon and Mrs. A. D.
Kernan, Capt. R. J.	Spittles, J.
Kench, O. C.	Stebbing, W. T.
Kerridge, C. W.	Swift, F. M.
Konyoumjian, H.	West, R. K.
Kraft, Mr. & Mrs. W. D.	Whitmarsh, A.
Kraft, Miss	Wilson, R. A.
Macdonald, D.	Wright, Mr. and Mrs. James
Marriott, Dr. O.	Young, H. Scott

CRAIGIEBURN.

Adams, F. R. J.	Inge, Mrs.
Caldwell, Mr. and Mrs. G. A.	Mohler, Mr. and Mrs. Ritchie, A.
Clothier, H. W.	Smith, Crowther
Elliott, Mr. and Mrs.	Smith, Mr. and Mrs. Grant
Genähr, Rev. and Mrs. I.	Smith, E. Grant
Hauchecome, Madame	Smith, Miss
Hollingsworth, Mr.	Wilson, G. L.

GRAND CARLTON.

Asensino, A.	Lee, Miss Elsie
Asensino, J.	Lee, Miss Ivy
Ball, J.	Lack, S.
Brewer, J. F.	Magner, M.
Chapman, J. B.	McKee, Mr. & Mrs.
Churchill, Dr. & Mrs.	Munro, Miss
Collins, Miss G.	Pond, E. H.
Colnan, Mrs.	Powell, A.
Corley, C.	Raey, Miss
Davidson, T. A.	Raynond, Mr. & Mrs.
Davis, F. O.	Rayner, Frank S.
Dubois, F. A.	Roland, A. J.
Kalmer, Miss W.	Shearer, P.
Evans, J. B.	Stevenson, J. W.
Forsaith, Mr. and Mrs. G. A.	Stuglbergen, R.
Glickeberg, Mr.	Waldron, Mr.
Goulborn, N.	Wallace, J. D.
Halliday, Mrs.	Whistow, W. H.
Jerard, Madam	Young, A.

	July 23 at 10 a.m.	July 23 at 4 p.m.
Barometer	29.87	29 79
Temperature	84	77
Humidity	73	86
Rainfall	0.13	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	700	4	3,000	Commander G. T. K. Fuller	Weihaiwei
Astræa	cruiser, 2nd class	4,360	10	7,000	Captain F. E. C. Ryan	Weihaiwei
Bedford	cruiser, 1st class	9,800	14	22,000	Captain Fitzherbert	Weihaiwei
Bramble	river gunboat	710	6	900	Lt.-Comdr Hon. R. O. B. Bridgeman	Shanghai
Britomart	river gunboat	710	6	900	Lieut.-Commander F. B. Noble	Weihaiwei
Cadmus	sloop	1,070	6	1,400	Commander H. L. P. Heard	Singapore
Cherub	water tank and tug	390	—	300	Master S. West	en route Hongkong
Clio	sloop	1,070	6	1,400	Commander C. T. Barrett	Shanghai
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Thomas	Weihaiwei
Flora	cruiser, 2nd class	4,360	10	7,000	Captain Rowland Nugent	Cruising in Pacific
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander G. Heathcote	Mirs Bay
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Monroe	Weihaiwei
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander G. C. Heathcote	Hongkong
Kent	cruiser, 1st class	9,800	14	22,000	Captain G. C. A. Marescaux	Weihaiwei
King Alfred *	cruiser, 1st class	14,100	18	30,000	Captain Clinton Baker	Weihaiwei
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander T. J. S. Lyne

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	$125	$125	£1,500,000 $14,500,000 $250,000	$2,006,234	Final of £2 and bonus of 5/- for 1908 @ ex 1/8½=$16.024	4½ %	$1,000 buyers London £92.10
National Bank of China, Limited	99,925	£7	£6	£4,009 $150,000	$10,223	$2 (London 3/6) for 1903	...	$55 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,560,000 $232,757 $411,990	none	$14 for 1907	7½ %	$195 sellers
North China Insurance Company, Limited	10,000	£15	£8	£125,000 Tls. 150,000 Tls. 308,747 Tls. 118,277	Tls. 160,512	Interim of 7/6 for 1908	5½ %	Tls. 115 sa. & b.
Union Insurance Society of Canton, Limited	12,400	$250	$100	$2,000,000 £90,000 $197,148 £105,249 $681,609	$2,464,911	Final of $17 making $47 for 1907 and interim of $30 for 1908	5½ %	$825 buyers
Yangtsze Insurance Association, Limited	12,000	$100	$60	$1,000,000 $254,475 $199,164	$7 7,637	$12 and bonus $3 for 1907	7½ %	$235
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	$100	$20	$1,000,000 $438,663 $13,802	$375,341	$6 and bonus $2 for 1907	7½ %	$116 buyers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,418,173	$368,721	$27 for 1907	8 %	$345 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$7,000	$1,035	$1 for 1906	...	$10 sellers
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638	Nil.	2½ for year ending 30.6.1908	7 %	$36
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$99,007 $250,000 $607,500 $79,423 $35,344	$20,279	Final of 1½ making $2½ for 1908	7½ %	$33 buyers
Indo-China Steam Navigation Co., Ld. (Preferred)	60,000	£5	£5	£10,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16=$3. 154	...	$66 sellers
Do. do. (Deferred)	60,000			£240,000				
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000	Tls. 14,510	Final of Tls. 1½ making Tls. 3½ for 1908	7½ %	Tls. 51
Do. (Preference)	100,000					Final of 2/- for 1908 and interim of 1/- for a/c 1909	7 %	Tls. 52
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£720,000 £ 00,000	£68,817		...	74/- buyers
"Star" Ferry Company, Limited	10,000	$10	$10	$65,000	$3,121	$1.00 $0.50 for year ending 10.4.1909	4 % 3½ %	$26 sa. and b. $15½ sales
	10,000	$10	$5	$48,848				
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,020 Tls. 481,479 Tls. 44,100 Tls. 81,000 Tls. 7,000	Tls. 2,215	Final of Tls. 1½ making Tls. 2½ for 1908	11 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$200,000 211,848	Dr. $5,858	$5 for year ending 31.12 08	3½ %	$142½ buyers
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $135,833	$3 for 1897	...	$16 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,173	Tls. 3½ for year ending 31.8.08	...	Tls. 280 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£175,000	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 18½ b.
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£13,289				
	50,000	£1	£1	£4,878	Dr. £2,191	No. 12 of 1/-=48 cents	...	$8½ sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$42,976	Dr. $7,421	$1.75 for year ending 31.12.06	...	$12
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	$50	$50	$350,000 $26,806 $40,000	$10,102	Final of $1½ making $3½ for 1007	...	$58
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$97,191 $200,000	$387,078	Final of $4 making $8 for 1908	12½ %	$65
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,316	Final of Tls. 2½ for year ending 3 4 09	6½ %	Tls. 82 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls 10 for 1908	6½ %	Tls. 150 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 85,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	5½ %	Tls. 104 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	$30,000	Dr. 4,220	$2½ for year ending 30.6.07	...	$19
Central Stores, Limited	50,293	$15	$15	$1,000	$24,651	$1.20 on old and 60 cents on first new issue	...	$18
Hongkong Hotel Company, Limited	12,000	$50	$40	$648,975	$295	Final of $3 making $6 for 1908	...	$73 ex n.i. b.
	8,000	$50	$25	$13,912			...	$43 b. new
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$26,475	Final of $3½ making $7 for 1908	6½ %	$101 sellers
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$211,272	$5,486	60 cents for 1908	6½ %	$.½ buyers
Kowloon Land and Building Company, Limited	6,000	$50	$30	$43,261 none	$278	$1½ for 1908	5 %	$30
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,523,045 Tls. 300,000	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	6½ %	Tls. 122 buyers
West Point Building Company, Limited	12,500	$50	$50	none	$1,968	Final of $2 making $4 for 1908	8½ %	$46½
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 8,820	Tls. 5 for year ended 31.10. 1908	4½ %	Tls. 133½ s.
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	Tls. 45,939 $20,000	$9,553	50 cents for year ending 31.7.08	6 %	$8½ sellers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 92 buyers
Lan-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 111 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 31,172	Tls. 15,911	Tls 50 for 1906	...	Tls. 490 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,500	£648	1/10½ per share for 1907=1.037	10 %	$10½
China-Borneo Company, Limited	60,000	$12	$12	$40,000	Nil.	$1.20 or 1908	8 %	$13½
China Light and Power Company, Limited	50,000	$10	$10	none	$61,138	50 cents for year ended 28.2.06	...	$6.85 sellers
Do. Do. special shares	*50,000	$1	$1					
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$10	$100,000	$3,407	80 cents for 1208	8½ %	$9.60
Dairy Farm Company, Limited	40,000	$7½	$6	$10,000 $8,000	$48	$1.30 for year ending 31 7.08	7½ %	$16½
Green Island Cement Company, Limited	400,000	$10	$10	$18,000	$3,756	Final of 50 cents making 90 cents for 1908	10 %	$8.40 sellers
H. Price & Company, Limited	12,000	$10	$10	$5,000	$570	80 cents for year ending 31.12.08	8 %	$12
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$8,957	$2 for year ending 29.2.09	9½ %	$23
Hongkong Electric Company, Limited	60,000	$10	$10	none	$5,195	$1 and bonus 20 cts. for year ending 29.2.09	6 %	$20½ buyers
Hongkong Ice Company, Limited	5,000	$25	$25	$150,000	$7,616	Final of $15 per share making $19 for 1908	12½ %	$180 sa. and b.
Hongkong Rope Manufacturing Company, Ld.	60,000	$10	$10	$20,000	$8,790	Interim of $1 for account 1909	8½ %	$14
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 63,914	Tls. 816,682	2nd Quarterly div. of Tls. 1½ for account 1909	4 %	Tls. 980 s.
Peak Tramways Company, Limited						80 cents on fully paid shares and 8 cents on 5t paid shares for year ending 30.4.09	6 % 3 %	$14½ sales $1½
Peak Tramways Company (new)	25,000	$10	$10	$20,000	$2,204	None	...	$8—
Philippine Company, Limited	50,000	$10	$1					
Shanghai Gas Company, Limited	75,000	$10	$10	none	Pa. 18,640	Final of Tls. 4 making Tls. 7½ for 1907	6½ %	Tls. 110 sales
Shanghai-Sumatra Tobacco Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,603	Final Tls. 5 making Tls. 8 for 1908	4½ %	Tls. 138½ b.
Shanghai Waterworks Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 75,000	Tls. 5,250	Final of 3/-making 46/- for 1908	...	Tls. 415 buyers
South China Morning Post, Limited	16,350	£20	£20	Tls. 220,000	Tls. 23,038	None	...	$23 sales
Steam Laundry Company, Limited	6,000	$25	$25	none	Dr. $56,602	40 cents for year ending 31.5.08	8 %	$5½ buyers
Tientsin Waterworks Company, Limited	20,000	$ 5	$ 5	none	$236	Tls. 6½ for year ending 30.4.07	...	Tls. 94 buyers
Union Waterboat Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 201	60 cents for year ending 31.12.08	5 %	$11 sellers
United Asbestos Oriental Agency, Limited	50,000	$10	$10	Tls. 4,000	$172	80 cents on 9,900 ord. shares and $19.80 on 100 Founders shares for yr. end. 31.5.07	6½ %	$13 sales
Watson, (A. S.) & Co., Limited	10,000	$10	$4	$35,000	$1,360	Final of 30 cents for 1908	6½ %	$8.70
William Powell, Limited	90,000	$10	$10	$300,000 $25,000	$2,613	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	$4 sellers
	11,000	$7	$7	none	$3.95			

* These shares are entitled to half of the profits.....

Printed and Published by JOSE PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, Ice House Road, in the City of Victoria, Hongkong.

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